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ABSTRACT

The report, the first of two documents examining the relationship among job requirements, training, and manpower considerations for Army aviation maintenance Personnel, discusses the development of task data gathering techniques and procedures for incorporating this data into training programs for the UH-1 helicopter mechanic specialty (MOS 67N20). Seven questionnaire job description inventories regarding helicopter mechanic personnel job activities were developed and administered worldwide to over 5,000 UH-1 mechanics, crew chiefs, maintenance supervisors, and maintenance officers during FY 1968-69. A broad profile of UH-1 maintenance personnel, including background and training, and a description of the UH-1 mechanic's general job activities are presented. Seven conclusions are stated and tables supplement the discussion. Appended material makes up the bulk of the document and includes field survey responses, evaluation of school instruction in UH-1 maintenance, responses of nonperforming helicopter maintenance personnel, development of UPGRADE job description inventories, selection of UH-1 maintenance personnel surveyed during the UPGRADE field survey, units surveyed by on-site survey procedure. (LH)

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Russel E. Schulz, Barbara K. FitzGerald, and
Wallace W. Prophet

HUMAN RESOURCES RESEARCH ORGANIZATION
300 North Washington Street • Alexandria, Virginia 22314

Approved for public release; distribution unlimited.

December 1973

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Russel E. Schulz, Barbara K. FitzGerald, and
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HumRRO Division No. 6 (Aviation)
Fort Rucker, Alabama

HUMAN RESOURCES RESEARCH ORGANIZATION

Work Unit UPGRADE

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The Human Resources Research Organization (HumRRO) is a nonprofit corporation established in 1969 to conduct research in the field of training and education. It is a continuation of The George Washington University Human Resources Research Office. HumRRO's general purpose is to improve human performance, particularly in organizational settings, through behavioral and social science research, development, and consultation. HumRRO's mission in work performed under contract with the Department of the Army is to conduct research in the fields of training, motivation, and leadership.

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FOREWORD

The overall objectives of Work Unit UPGRADE were to develop techniques for gathering job description data and for translating those data into effective training programs. In addition, the research was intended to produce, as a by-product, specific information concerning job performance requirements for the UH-1 helicopter mechanic, MOS 67N20.

In Sub-Unit I, a worldwide survey of the job activities of 67N20 mechanics was conducted. Results of the survey were provided to the U.S. Army Aviation School and U.S. Army Transportation School for their use in training program development and revision. Because of the considerable interest in these results for a number of agencies, they are being presented in documented form in the present report and a companion report scheduled for publication in 1974, dealing with survey results related to performance of UH-1 maintenance tasks. Additional reports include *Use of Job and Task Analysis in Training*, HumRRO Professional Paper 1-69, January 1969, and *Implementation of Systems Engineering Concepts in Army Training*, HumRRO Professional Paper 11-71, by D. Schley Ricketson, Robert H. Wright, and Russel E. Schulz, June 1971.

UPGRADE research was performed at HumRRO Division No. 6 (Aviation), Fort Rucker, Alabama. Dr. Wallace W. Prophet is Director of the Division, and Mr. Russel E. Schulz was the Work Unit Leader for UPGRADE.

Military support for the study was provided by the U.S. Army Aviation Human Research Unit, Fort Rucker. Work Unit UPGRADE was begun when LTC Edward B. Covington was Unit Chief; LTC Robert O. Carter is the present Unit Chief.

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Meredith P. Crawford
President
Human Resources Research Organization

SUMMARY AND CONCLUSIONS

MILITARY PROBLEM

The past decade has witnessed the emergence of airmobility as an integral aspect of Army tactical operations. The growth of Army aviation placed a considerable strain on the training base to meet the requirements for large numbers of competent and skilled personnel. These requirements have been particularly critical with reference to aviation maintenance personnel.

In devising or seeking to improve the training given aviation maintenance personnel, the Army faces two important problems. First, there is need for a detailed specification of the tasks that the mechanic performs in the field, that is, for actual field performance requirements. Second, it must be determined which portions of these requirements will be met through central service school training and which through other means, such as on-the-job training. The research described here was aimed at these problem areas for a critical aviation maintenance specialty, MOS 67N20, the UH-1 helicopter mechanic.

OBJECTIVES OF THE STUDY

The overall objective of Work Unit UPGRADE was to study the relationships among job requirements, training, and manpower considerations for aviation maintenance. More specifically, the objectives of the study reported here were to develop techniques for gathering task data and procedures for translating the data into effective training programs, and to develop techniques to assist in the definition of school and unit training responsibilities.

APPROACH

The first step in the accomplishment of these objectives was the conduct of a worldwide survey of the job activities of UH-1 helicopter mechanics and crew chiefs. A job activity questionnaire was prepared, based upon the UH-1 Organizational Maintenance Manual and Maintenance Allocation Chart and interviews with experienced maintenance personnel. From these sources a task inventory of more than 1,400 specific maintenance tasks performed by the UH-1 mechanic, MOS 67N20, was developed for inclusion in the questionnaire. Other sections of the questionnaire were designed to gain information regarding background, experience, and training of the mechanics and general maintenance information concerning the performance of their jobs.

The survey questionnaires were administered worldwide to over 5,000 UH-1 mechanics, crew chiefs, maintenance supervisors, and maintenance officers during FY 1968-69. Administration was by mail or by a research team in the field. Specific field visits were made to maintenance units in Vietnam as well as to units in Continental United States (CONUS).

The results of this survey provided a broad profile of the UH-1 maintenance personnel, including their training and background, and a description of the UH-1 mechanic's general job activities. Data concerning the performance of the 1,400+ maintenance tasks were also obtained.

RESULTS

Detailed results of this survey are presented in this report and in a companion report under preparation. The present report includes data and findings relating to the background, training, and general job context factors for the field survey respondents. Data relating to the performance of specific maintenance tasks are contained in the companion report.

Among the descriptive results were the following:

(1) The UH-1 mechanic is typically a young high school graduate who has had little maintenance experience on aircraft other than the UH-1.

(2) Substantial numbers of low-experience mechanics report assignment to duty as crew chiefs within their first three months after assignment to the field.

(3) About 90% of the 67N20 mechanics reported having completed the 67N20 course at either the U.S. Army Aviation School or at the U.S. Army Transportation School. About two-thirds of the respondents rated the overall quality of their school training as "good" to "excellent," with about one-third rating it as "fair" to "poor." Most of the recent graduates of these service schools indicated a need for more emphasis on the quality and quantity of practical exercise instruction in aviation maintenance training. Troubleshooting and rigging are the two technique or content areas most frequently reported as needing more emphasis, while the two aircraft systems most often cited as needing more training emphasis are the main rotor and the tail rotor.

(4) Unit maintenance training programs appear to be generally nonsystematic and not planned in advance. The most frequently used description of unit maintenance training programs was "mechanics learn by doing it themselves." Typically, little or no classroom instruction was devoted to maintenance instruction in field units.

(5) The organizational mechanic's work week was typically 60 hours or more, while crew chiefs reported 70 hours or more. In contrast, Direct Support/General Support (DS/GS) mechanics reported a 50- to 59-hour work week. All groups reported that 8 to 10 hours per week were devoted to nonmaintenance duties.

(6) A large percentage of mechanics and crew chiefs reported that they "never" or "rarely" read the appropriate sections of the maintenance Technical Manual (TM) before beginning work on routine or troubleshooting tasks. This tendency is most pronounced for the least experienced mechanics.

(7) Substantial numbers of mechanics reported difficulty in reading and understanding the TMs, particularly those for the electrical, instrument, and utility systems.

(8) The typical mechanic reported he was "fairly satisfied" with his job and that his job had turned out to be better than he expected at the completion of his service school training. Most were satisfied with the amount and quality of supervision they received, but unit promotion policies were generally rated only "fair" to "poor." While most mechanics expressed interest in future careers in aircraft maintenance, only about 5% stated they would "definitely" or "probably" reenlist. In contrast, over half of the enlisted supervisors indicated they would probably reenlist.

(9) Some 38% of the 67N20s responding indicated they were not performing UH-1 mechanic or crew chief duties at the time of the survey. Of these, about one-third were performing duties completely unrelated to aircraft maintenance. Predictably, job satisfaction was lower for those mechanics who were not performing UH-1 maintenance duties.

IMPLICATIONS

While these data have many specific implications for Army training and personnel managers, there are several general implications worthy of mention here. It should be noted that many of these implications are reflected in changes that have already been made, since results of this study were communicated directly to those involved with Army aviation maintenance after the survey was completed.

(1) School training should emphasize "hands on" experience. A performance orientation is essential in maintenance training.

(2) New approaches to the teaching and execution of troubleshooting skills are needed. To some extent, this is related to "hands on" instruction, but the complexity of Army aviation equipment warrants further examination of this area.

(3) The mechanics' lack of referral to TMs prior to performing maintenance has implications for training emphasis, for design of the TMs themselves, and for unit supervision.

(4) If the Army is going to depend on unit training to "complete" the training of the aviation mechanic, closer attention should be paid to the nature and organization of such training and to the resources that units require to provide it.

(5) The assignment of aviation maintenance personnel to duties outside their MOS raises questions concerning the cost of their training, their morale, and the decay of their skills through non-use. Much of this problem was the inevitable consequence of the Vietnam personnel distribution, but this is an area worthy of continued attention.

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UH-1 Helicopter Mechanic (MOS 67N20)
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Chapter 1

INTRODUCTION

THE MILITARY PROBLEM

Research in Work Unit UPGRADE has been directed at problems deriving from the Army's need for highly skilled aircraft maintenance personnel. That the need has been a growing one is evident from the rate at which Army aviation has expanded in recent years, and in the increasing cost and complexity of the operational aircraft being developed.

Some idea of the magnitude of aviation growth can be gleaned from the fact that the Army inventory of aircraft increased from fewer than 1,000 aircraft at the end of World War II to a peak of approximately 11,500 in FY 1970. While this number has declined as a result of the Vietnam phase-down, a former Director of Army Aviation, LTG Robert R. Williams, predicted in 1967 that by 1980 the Army would have 18,000 aircraft.¹ The cost and complexity of Army aircraft have shown growth similar to that cited for their numbers.

As might be expected, this growth in numbers and complexity has placed a considerable strain on aviation training. During the Vietnam conflict, much attention was focused on the problems of training pilots. Although perhaps less widely recognized, the problems attendant upon the training of sufficient numbers of personnel to maintain the Army's fleet of aircraft were equally critical. One fact made obvious by the Vietnam experience is that the operational capabilities of Army aviation depend just as directly on the manner in which maintenance personnel perform as on the manner in which pilots perform. Maintenance personnel are essential links in the chain of airmobility.

Training for aviation maintenance personnel is given at both the U.S. Army Aviation School (USAAVNS), Fort Rucker, Alabama, and the U.S. Army Transportation School (USATS), Fort Eustis, Virginia. During FY 1967, the beginning of the research described in this report, these schools graduated 30,705 personnel from 29 aircraft maintenance courses, ranging in length from 3 to 15 weeks. As the Vietnam phase-down has progressed, the need for new mechanics has declined. Still, 12,680 aircraft maintenance personnel were graduated from these two schools in FY 1972.

The greatly increased numbers of aircraft in the inventory and the numbers of personnel who have had to be trained yearly to maintain them have had other important implications. Training for aircraft maintenance duties requires elaborate and costly physical facilities. Aircraft are needed for use in training and when so used are not available for use in operational units. Also, highly trained instructors are needed, and their assignment to formal training schools means that they are not available for field duty.

Aircraft maintenance training should turn out a mechanic or crew chief who is competent in his job, and who can be an effective, productive member of the maintenance team immediately upon arrival in the field. Time has not been available—particularly during the Vietnam situation—for extensive on-the-job training before a

¹ MG Robert R. Williams, "Army Aviation of the Future," *U.S. Army Aviation Digest*, vol. 13, no. 6, June 1967, pp. 2-5.

course graduate must perform maintenance that will determine the availability of aircraft for operational mission employment.

Because of the above factors, developers of aviation maintenance curricula must continually examine and reexamine their courses of instruction to determine ways of improving the effectiveness and efficiency of training. While such a reassessment has always been a goal for Army training, the present emphasis on airmobile operations adds urgency to such examination. The Aviation and Transportation Schools must pursue new training techniques and continue to improve existing ones, in order to increase the efficiency of their aviation maintenance training.²

The military problem addressed in the present research can be separated into two component parts: (a) What is the maintenance job that the mechanic must perform—that is, what are the actual performance requirements in the field?, (b) What should be taught? Specifying the job in detail will serve as the starting point for determining what should be taught. Critical questions in this latter area relate to the allocation of training functions to the central school and to operational units, and to the level of skill to be taught in each case.

The establishment of the Military Occupational Information Data Bank (MOIDB) by the Office of Personnel Operations, Department of the Army, and the issuance of a CONARC regulation, *Systems Engineering of Training*,³ provided specific means for increasing the job relevance and the effectiveness of Army training. The research in Work Unit UPGRADE was designed to assist those efforts by providing in-depth information on techniques for gathering and using job data in the construction of the aviation maintenance curriculum.

THE RESEARCH PROBLEM

In addition to the general desire of military personnel to make all training more effective and efficient, the specific need for the present research was based upon two past Technical Advisory Service activities of HumRRO Division No. 6. These two activities served for preliminary exploration of research problems in Army aviation maintenance training. The first of these was research undertaken at the request of the Aviation School to examine the academic examination system of the School.⁴ Among the findings was the fact that maintenance academic examinations were heavily weighted with material that was judged by maintenance personnel to be somewhat irrelevant to their actual maintenance jobs, that is, an undue amount of "nice-to-know" information was represented in the academic examinations. Further study revealed that the examination content was generally reflective of the course content.⁵

The second Technical Advisory Service activity serving as background to the present research was the assistance supplied by HumRRO Division No. 6 to the Department of the Army Board of Inquiry on the Army Logistics System (Brown Board).⁶ This Board was concerned with a broad spectrum of problems relating to Army logistics and maintenance. Of particular concern in the present context were some of the findings

² Recent favorable experience of the U.S. Army Aviation School with the use of individualized, self-paced instruction for maintenance training is a case in point.

³ Headquarters, U.S. Continental Army Command, CON Regulation No. 350-100-1, 20 April 1972.

⁴ Exploratory work in 1965 by T. Harrison Gray, HumRRO Division No. 6.

⁵ Exploratory work in 1965 by Pete B. Dawkins, HumRRO Division No. 6.

⁶ Exploratory work in 1966 by Wallace W. Prophet, T. Harrison Gray, Peter B. Dawkins, and Russel E. Schulz.

relating to UH-1 maintenance. Several areas in which more training was needed were identified by UH-1 maintenance personnel. The general information available indicated a need for better means of determining exactly what the mechanic does, how often and under what conditions he does it, and, consequently, what should be taught at the schools and what on the job.

The present research had two principal objectives, both aimed at the development of systematic techniques that could be applied to a variety of maintenance curriculum developments, and perhaps to nonmaintenance training curricula as well. The first objective was that of developing a system or set of techniques for gathering valid, detailed job description data; a valid picture of the mechanic's job, which can serve as the basis for curriculum development, is essential to improving training. The second general objective was that of developing techniques for allocating training functions to schools and to unit training.

Implicit in both objectives was the requirement that the techniques developed must be capable of producing information in a timely manner and without the expenditure of excessive amounts of personnel time and effort. It was fully realized that operational training agencies seldom have sufficient personnel to allow them to embark on long and expensive research-like projects. It was also recognized that the techniques should be capable of application to new equipment and jobs entering the Army system.

There has been some disagreement as to the most appropriate means of developing the picture of a given job. Examination of the literature has shown few systematic comparisons of alternative procedures for such development within the military context. Within the area of survey techniques, for example, one can consider several alternative means of administering the survey. In the present research, several survey techniques were compared in terms of the types of information produced. The survey products can also be compared with the job pictures derived from other sources. Such comparisons, together with information concerning the amount and type of effort required for use of the different methods, will allow identification of techniques best suited to Army requirements and resources.

In developing a model for the second research objective, allocation of school and unit training, factors important to such allocations must first be identified and evaluated as to their potential contribution to the model. Previous HumRRO research^{7,8} examined such factors in several job situations. For example, frequency of task performance, percentage of personnel performing task, time after graduation until first performance of task, task criticality, task difficulty, and kinds of facilities required for teaching the task are all factors of potential importance in the model. Other factors might include evaluation of proficiency required and typical circumstances surrounding task performance, such as job aids and supervision.

Each of these factors must be quantified and assigned relative values to be used in the model. That is, the model for allocation of training responsibilities must be an objective mathematical model capable of consistent application. The growing capability of the Army in electronic data processing makes the consideration of such a model not only feasible, but desirable. Similar efforts have been used with some success by the U.S. Air Force.⁹ Therefore, the specific aim was the development of a rationale for allocation of training responsibilities and of procedures that will allow consistent application.

⁷Robert G. Smith, Jr. *The Development of Training Objectives*, HumRRO Research Bulletin 11, June 1964.

⁸Harry L. Ammerman, *Development of Procedures for Deriving Training Objectives for Junior Jobs*, HumRRO Technical Report 66-3, May 1966.

⁹Chamberlain, Paul E. "Analyzing Qualitative Training Requirements," Chapter 3 in *Determining Training Requirements*, U.S. Air Force, Air Training Command (ATC 64), September 1964.

This research also had a third objective, that of providing the Aviation School and the Transportation School with detailed job description data to be used in upgrading the single-engine, single-rotor, turbine, utility and observation helicopter course. This course of instruction produces the 67N MOS series that supplies the helicopter mechanics who maintain the UH-1, OH-6, and OH-58 series helicopters. The Aviation School requested that the UPGRADE research use this high-density MOS series as the vehicle for model system development, so as to provide information that could be put to immediate use. The data, therefore, have been made available, prior to formal publication, to both the Aviation and Transportation Schools for use in curriculum design efforts.

Chapter 2

RESEARCH APPROACH

INTRODUCTION

The approach used in this research was to study six different sources to gain alternative pictures of the 67N20 job. In theory, the descriptions received should not vary greatly when all sources are compared. For example, the Army's MOS description of the 67N20 should coincide with that given by the mechanic himself.

The following is a list of sources used:

- (1) MOS description.
- (2) Descriptions from the Maintenance Allocation Charts.
- (3) Detailed job description inventories administered to job incumbents and their supervisors by mail.
- (4) Detailed job description inventories administered to job incumbents and their supervisors by a research team in the field.
- (5) Detailed job description inventories administered to recent job incumbents and supervisors (Vietnam returnees) by a research team.
- (6) On-site observations of maintenance activities by a research team.

This approach went beyond the production of information on the variability of job descriptions. Comparisons among these sources produced information basic to identification of the most efficient techniques for gathering veridical job description data. Comparisons were based upon the amount and type of information produced, level of detail as related to level required for instructional development, and various operational factors related to ease of application and general utility. Selected data from these and other sources could also be used in the development of mathematical models for the allocation of training responsibilities.

SURVEY INSTRUMENTS

Seven questionnaire-type Job Description Inventories (JDI) were developed to survey the job activities of 67N20 personnel. Table 1 lists each JDI and indicates the group to which it was administered and the methods of administration. Each form was intended for surveying personnel assigned to (or recently returned from) Organizational, Direct Support, or General Support Maintenance Units. Survey responses from personnel performing or supervising UH-1 maintenance are given in Appendices A and B. Responses from nonperforming personnel with 67N20 MOS are shown in Appendix C. Additional information concerning the construction of the JDI is given in Appendix D.

As can be seen from Table 1, each form (except M) was prepared for individuals on the job or for those recently returning from their jobs. Forms A and A-1 are identical in content and differ only in that A-1 was constructed in the past tense to relate the returnee to his recent field assignment. The same is true for Forms B and S and their corresponding past-tense Forms B-1 and S-1. This report will deal primarily with Forms A, B, S, and M, the forms administered to UH-1 mechanics and supervisors on the job at the time of the survey.

Table 1

Survey Groups and Methods of Survey Administration

JDI Form	Group	Method of Administration	
		Mail	On-Site
Form A	Job Incumbents	X	X
Form B	Job Incumbents	X	X
Form A-1	Recent Job Incumbents (Field Returnees)		X
Form B-1	Recent Job Incumbents (Field Returnees)		X
Form S	Supervisors of UH-1 Mechanics	X	X
Form S-1	Recent Supervisors of UH-1 Mechanics		X
Form M	Maintenance Officers	X	X

With the exception of Form M, which had only one section, each form contained four sections. Form A was identical to Form B except for Section III. Section descriptions follow.

Section I: General questions concerning background, maintenance training and experience, and various aspects of the maintenance and nonmaintenance duties performed in present and past duty assignments.

Section II: Questions relating only to the man's present unit. The questions concern general maintenance duties, working conditions, adequacy and availability of tools, test equipment, technical manuals, and similar factors bearing on the UH-1 mechanic's job.

Section III: A detailed listing of UH-1 maintenance tasks. There are 1,294 tasks in the supervisor and technical inspector forms (Forms S and S-1). On the job incumbent forms (Forms A, A-1, B, and B-1), the 1,294 tasks have been divided so that half appear on Forms A and A-1 and the other half on Forms B and B-1. In addition, to allow comparison between Forms A and B, and A-1 and B-1, 22 tasks from Form A were included in Form B, and vice versa. Thus, a total of 669 tasks was represented on each job incumbent form.

On the job incumbent forms, the individual is asked (a) to identify those tasks that he has performed, those that he has only assisted someone else in performing, and those that he has neither assisted with nor performed; (b) for those tasks identified as having been performed, the frequency of performance during the past month and during the past year (for Forms A-1 and B-1, the frequency of performance during the first three months and the last three months of his last assignment); (c) how soon after award of the 67N20 duty MOS he first performed the task; and (d) his present proficiency in performing it.

The questions asked of supervisors and technical inspectors (Forms S and S-1) were (a) the amount of direction required for each task by the new 67N20 in the unit, and (b) identification of those tasks the new 67N20 must be able to perform immediately upon arrival, with little or no direction.

Section IV: A short list of miscellaneous maintenance and nonmaintenance tasks described in less detail than those in Section III, although the types of questions asked about these tasks are identical. The section also contains a list of equipment and tools commonly required in UH-1 maintenance. Job incumbents were asked: (a) if the equipment was available in their unit; (b) if they had ever used it; (c) for those items of equipment or tools used, frequency of use, how soon used after award of the 67N20 duty MOS, and proficiency in use (i.e., the same questions asked in Section III).

Supervisors and technical inspectors were asked the same questions as those in Section III for both the miscellaneous maintenance and nonmaintenance tasks, and the equipment and tools listing.

As previously mentioned, Form M consists of only one section, asking for general information of the type requested in Sections I and II of the other forms. It was considered that maintenance officers would not have sufficient information to answer the detailed questions in Sections III and IV.

SURVEY SAMPLE

Table 2 presents the various major subgroups¹⁰ for which samples were selected, by world area and method of administration. For a more complete description of the sampling procedures, see Appendix E. To ensure adequate representation in each of the 24 major subgroups shown in Table, 2, a large sample was required.¹¹

Table 2
Major Subgroups of the Field Survey

Form	CONUS		Vietnam		Germany		All Other Overseas Locations	
	Mail	On-Site	Mail	On-Site	Mail	On-Site	Mail	On-Site
A	X	X	X	X	X		X	
B	X	X	X	X	X		X	
S	X	X	X	X	X		X	
M	X	X	X	X	X		X	

The U.S. Army Data Support Command (USDATCOM) provided data files showing the worldwide distribution of all UH-1 maintenance personnel. The files also contained information that allowed elimination of individuals from the mail sample for reasons that would make them unavailable for survey.

At the time sampling began (September 1967), the U.S. Army contained 668 military units having 11,655 67N20s and 4,462 supervisors (MOSs 67N40, 67R40, 67W20, and 67Z40). However, many of these individuals were eliminated from consideration for one or more of the following reasons: (a) they were intransit-in or intransit-out; (b) they were on temporary assignments to replacement centers or medical holding detachments; (c) they were assigned to other miscellaneous units that could not be identified; (d) they had an estimated time of separation earlier than the dates of the survey; or (e) in the case of overseas assignments, they either had a "date eligible for return from overseas" (DEROS) earlier than the dates of the survey or had an unknown DEROS.

¹⁰Table 2 does not show the three field returnee subgroups (A-1, B-1, and S-1). These subgroups will be discussed later in this Chapter.

¹¹An additional subgrouping of subjects within any area/method combination was based upon the level of maintenance performed by the units (i.e., Organizational units, and Direct/General Support units). Therefore, in the job incumbent survey, 48 subgroups were identified, for which samples were drawn.

After the elimination process, the worldwide population contained 5,490 available 67N20s and 1,601 available enlisted supervisors. Table 3 shows the distribution of the available personnel among the major geographical locations.

Table 3
Numbers of UH-1 Maintenance
Personnel Available for Survey by
Geographical Location

Area	67N20s	Enlisted Supervisors
CONUS	2,367	743
Germany	351	234
Vietnam	2,654	557
All Other Overseas Locations	118	67
Total	5,490	1,601

When JDIs were to be administered on-site by a research team, military units rather than individuals were selected as the sampling basis. All personnel remaining after the on-site units were selected were considered for the mail survey. Table 4 shows the number of persons scheduled for survey at each location by the two administration methods.¹²

Table 4
Numbers of UH-1 Maintenance Personnel Scheduled for
Survey by Each Method by Geographical Location

Location	Administration by Mail			Administration by Research Team		
	67N20	Enlisted Supervisors	Maintenance Officers	67N20	Enlisted Supervisors	Maintenance Officers
CONUS	1,722	570	140	535	145	30
Germany	267	215	55	0	0	0
Vietnam	1,588	400	130	800	160	25
Other Overseas	118	67	25	0	0	0
Total	3,695	1,252	350	1,335	305	55

¹²Of the 67N20 personnel shown in Table 4, approximately one-half were scheduled to receive Form A of the JDI and the other half Form B. Since most units have only one maintenance officer, it was not necessary to sample within this group. All maintenance officers of units included in the on-site and mail samples were included in the survey.

Completed questionnaires were obtained from 1,020 subjects on-site, and 1,958 subjects by mail administration. In the on-site survey, the remaining 675 out of the 1,695 scheduled could not be surveyed because of reduced unit strength, inability of the research team to visit scheduled units, or less than 100 percent coverage in units surveyed. In the mail survey, 1,454 individuals of the 5,297 scheduled for survey were accounted as unavailable for known reasons. These plus the 1,958 returned forms represent 65% known return on the mail-out. The distribution of completed forms for the 48 subgroups is given in Table 5. A list of the specific units surveyed by the on-site procedure is contained in Appendix F.

Table 5
Number of Each Type of Questionnaire Received by
Location, Unit Type, and Method of Administration

Location	Organizational Units				Direct and General Support Units			
	Form				Form			
	A	B	S	M	A	B	S	M
On-Site								
CONUS	124	121	60	13	30	27	44	8
Vietnam	213	222	65	10	38	37	5	3
Subtotal	(337)	(343)	(125)	(23)	(68)	(64)	(49)	(11)
Mail								
CONUS	213	213	133	29	25	47	47	7
Vietnam	260	238	97	61	36	24	57	9
Germany	50	54	59	30	15	12	90	9
Other Overseas	31	34	22	10	11	9	23	3
Subtotal	(554)	(539)	(311)	(130)	(87)	(92)	(217)	(28)
Total	891	882	436	153	155	156	266	39

As shown in Table 1, field returnees were administered the JDI (Forms A-1, B-1, and S-1) only by the research team. Since USDATCOM could not identify these returnees, a different method of selection had to be used. Recent field returnees were distributed throughout CONUS, but were concentrated at three locations: USATS, Fort Eustis, Virginia; USAAVNS, Fort Rucker, Alabama; and USAAVNS Element, Fort Stewart/Hunter Army Airfield, Georgia. The most feasible plan was to select individuals only from these stations. To identify field returnees, a brief form asking for background information on all UH-1 maintenance personnel was distributed at these locations. From these forms, the field returnees were identified and were selected for survey on two bases: (a) In their past assignment, they must have carried a 67N20 MOS or a supervisor MOS 67N40, 67R40, 67Z40, or 67W20; (b) they must have returned from their field assignment within six months prior to the survey. Because of the limited number of identifiable recent field returnees, it was not possible to select on the basis of any additional factors.

The results of this selection process produced for survey approximately 150 recent job incumbents and 50 field returnee supervisors. Of these, 111 recent job incumbents

and 12 field returnee supervisors were actually surveyed—all of them located at the Fort Stewart/Hunter complex. USATS and USAAVNS proved not to be good sources for such respondents, because UH-1 maintenance personnel assigned at these locations perform as instructors. Since instructors have a long tour of duty, there are very few openings for new instructors at any time, and the rate of return from the field for instructors is quite low. Thus, most instructors could not meet the requirement of having recently returned from overseas assignments.

SURVEY PROCEDURE

The JDIs were administered worldwide during the period of January-August 1968. The procedures used for the two methods of administration are described.

On-Site Survey. For on-site administration, the research team visited the units selected for survey and obtained current rosters of 67N20 and supervisor personnel. Commanding Officers of the units were informed of the purpose of the survey and were requested to release individuals for survey when they could be temporarily freed from their normal duties. Where more than one unit was to be surveyed at a location, individuals were drawn from several units for a given survey session. This, paired with the fact that the research team remained at a given location from three to seven days, allowed for nearly 100% survey coverage without seriously interfering with the unit's mission. The survey was usually administered in an NCO club or mess hall, with groups for survey sessions ranging in size from 2 to 25 individuals, and averaging 10 to 12. Individuals required from one to four hours to complete the JDI.

Administration consisted primarily of the following activities: (a) a brief explanation of the purpose and importance of the survey; (b) assignment of the appropriate JDI form to the individual;¹³ (c) occasional monitoring to determine whether instructions in the JDI were understood and followed; (d) answering individual questions as they arose; and (e) rapid inspection of completed JDIs for completeness and accuracy.

Mail Survey. As previously mentioned, specific individuals for the mail survey were identified by name and unit from information provided by USDATCOM. This information was as current as was then available. The appropriate form of the JDI (A, B, S, or M) was placed in an individual manila envelope. On the back of each envelope was a label containing the individual's name, his unit and address, and the type of JDI form enclosed. The JDIs were identical to those used in the on-site survey, except that on the front of each JDI was stamped "Complete and Return within 15 days. The instructions for returning the questionnaire are on the last printed page." These instructions read: "Place the completed questionnaire in the envelope, SEAL the envelope and return it to the individual who gave it to you." (Instructions for returning the questionnaire were lined out for JDIs administered on-site.)

In units where more than one individual was scheduled for mail survey, the envelopes containing the JDIs were mailed to the Commanding Officer. He was informed that the JDIs were self-administering and that supervised unit administration of the JDIs was neither necessary nor desired. He was asked to distribute the envelopes to the identified individuals. If the individual was not available for survey because of reassignment, hospitalization, TDY, or other reasons, the Commanding Officer was instructed to

¹³ 67N20s and enlisted supervisors were frequently surveyed during the same survey session. Maintenance Officers, however, were given their JDI and asked to return it to the research team upon completion. They were not included in the group sessions, because it was felt that their presence might inhibit the responses of the enlisted personnel.

destroy the JDI and indicate on a prepared form the reason why the individual was unavailable. JDIs were not to be forwarded to individuals who had been reassigned. After the sealed envelopes were returned by the respondents, they, and the prepared form described above, were mailed by the Commanding Officer to the U.S. Army Aviation Human Research Unit, Fort Rucker, Alabama.

If only one individual was being surveyed in the unit, the JDI was mailed directly to that individual, who completed the form and returned it directly to the Human Research Unit.

Chapter 3

RESULTS

INTRODUCTION

The 2,978 questionnaires received from field personnel produced such a mass of data that it is not practical to present the complete results in a single report. This report will present only data related to background, training, and general maintenance activities of survey personnel (Sections I and II of the JDIs).

Since the survey instruments described in Chapter 2 did not measure behavior directly, but, rather, the subject's interpretation of behavior, the results must be treated with some caution. While the overall picture that emerges is probably a fairly accurate general expression of the background, training, and general maintenance activities of UH-1 maintenance personnel throughout the Army, the relationship between behavior and the opinions and attitudes measured is somewhat indefinite, and the results should be taken as indicative rather than definitive.

The amount of data generated made it necessary to use computer analysis, and application is primarily limited to one basic routine—tabulation. However, it was possible to run a large number of different tabulations based upon duty MOS, echelon, experience, training, and similar variables.

FIELD SURVEY GROUPS

To present the field data tabulations in the most meaningful manner, the original survey groups (Table 5) were reorganized into the groups shown in Tables 6 and 7. A more accurate description of the job activities of the 67N20 mechanic and crew chief was gained by categorizing those subjects who were actually performing UH-1 maintenance (Table 6) and those who were not performing UH-1 maintenance (Table 7) at the time the survey was taken. Supervisors who were not supervising the activities of 67N20 personnel obviously would be unable to contribute meaningfully to a description of 67N20 job activities.

Table 6

Numbers of Personnel^a Performing or Supervising the Performance of UH-1 Maintenance

Major Group	Organizational Personnel								DS and GS Personnel				
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	6-12	13+			0-6	6-12	13+		
Combat	109	191	66	50	179	104	131	71	18	35	19	49	12
Non-Combat	100	46	57	81	48	87	123	82	8	15	26	81	27

^aThose personnel performing UH-1 maintenance (i.e., mechanics and crew chiefs) are further categorized on the basis of number of months of UH-1 maintenance experience (i.e., 0-6; 6-12; and 13+).

Table 7

Numbers of Nonperforming Survey Personnel^a

Major Groups	Organizational Personnel		DS and GS Personnel	
	67N20	Enlisted Supervisors	67N20	Enlisted Supervisors
Combat	224	31	42	13
Non-Combat	409	151	123	123

^aNonperforming Survey Personnel are defined as 67N20 who reported nonperformance of UH-1 maintenance, and enlisted supervisors (MOS 67N40, 67R40, 67W20, and 67Z40) who reported that they did not supervise 67N20 mechanics and crew chiefs.

The other regroupings of subjects shown in Tables 6 and 7 were made on the basis of Chi Square comparisons between the original survey groups. The following is a list of the major Chi Square comparisons, the general results of these comparisons, and their use as determining factors in the categorization of the survey groups.

(1) Comparison of selected questions that are common to both Form A and Form B of the questionnaire—no significant differences. Because of these findings, data from Form A and Form B have been combined.

(2) Comparison of method of administration, that is, mail versus on-site administration—no significant differences. Therefore, the data have been combined.

(3) Comparisons among CONUS, Europe, and other overseas non-combat subjects—no significant differences. These groups have been combined and are identified as the "Non-Combat" group in Tables 6 and 7.

(4) Comparisons between Vietnam and all other subjects—significant differences. These subgroups have been categorized into two groups identified as "Combat" (Vietnam) and "Non-Combat" in Tables 6 and 7.

(5) Comparison of mechanics with crew chiefs—significant differences. The data presented for 67N20 are separated into these two groups, except that no data are presented for crew chiefs assigned to direct and general support units, because there were too few to form meaningful groups.

(6) Comparisons of personnel assigned to organizational units with those assigned to direct and general support units—significant differences. As used in this report, organizational personnel includes both individuals assigned at the organizational level of maintenance and those assigned to direct support platoons co-located with the organizational units. Direct and general support personnel have been combined to allow a sufficiently large number of personnel in this group for meaningful reporting of data.

(7) Comparisons of levels of UH-1 maintenance experience possessed by 67N20s—significant differences. Therefore, the following three groups were formed for data analysis and presentation: 0-6, 7-12, and 13+ months of UH-1 maintenance experience.

Forty-seven 67N20 mechanics and crew chiefs, in addition to those shown in Table 6, reported performing UH-1 maintenance. The data from these individuals are not included in this report, because information necessary for proper classification into appropriate respondent groups was missing from their questionnaires.

FINDINGS FROM PERFORMING PERSONNEL

The responses obtained from personnel performing or supervising UH-1 maintenance are discussed under the following subject matter areas:

- (1) Background and experience.
- (2) School and unit training.
- (3) Work conditions, SOPs, and number of personnel and aircraft.
- (4) UH-1 forms and manuals.
- (5) Tools, test equipment, and spare parts.
- (6) Troubleshooting and proficiency.
- (7) General personnel matters.

Because of the large number of questions represented in each of these seven areas, only general characterizations of the responses will be presented in the text of this report. The full tabulations of responses to Sections I and II of the JDI are given in Appendix A and Appendix B. The discussion of results in the text is not intended to be exhaustive in depth within a topic, or in breadth across topics. Rather, the purpose is to illustrate the kinds of observations and interpretations that are possible from the material in the appendices. Also, *emphasis in the text will be placed upon responses of combat personnel*. Individual groups will be discussed separately only when responses differ between the groups. Where possible, groups will be combined for purposes of discussion.

Detailed tabulations showing the percentages of respondents falling into each of the answer categories are given in Appendices A and B. The format used is explained on the first page of each appendix. Appendix A gives tabulations for questions in each of the seven subject areas for the 26 groups described in Table 6. Appendix B gives tabulations for questions dealing with UH-1 maintenance Army service school training. Appendix B provides tabulations for only UH-1 mechanics with 0-6 months' experience and crew chiefs who have recently graduated from the UH-1 maintenance course.

BACKGROUND AND EXPERIENCE

Mechanics and Crew Chiefs

(1) The typical combat organizational mechanic and crew chief were between 19-21 years of age and generally had less than three years of active federal military service. From 58 to 70% were high school graduates,¹⁴ and 14 to 26% had some college training. Direct Support (DS) and General Support (GS) combat mechanics were similar to organizational mechanics and crew chiefs, except that they tended to be slightly older, and fewer of them had college training.

(2) Typically, combat organizational mechanics and crew chiefs with 0-6 and 7-12 months of UH-1 experience had little maintenance experience on aircraft other than the UH-1. Only 6 to 18% of these two groups reported experience in other aircraft. In contrast, 28% of the organizational mechanics and 37% of the organizational crew chiefs with 13+ months of UH-1 experience reported maintenance experience in other aircraft.

¹⁴The range in these figures is a function of respondent grouping on the basis of months of UH-1 maintenance experience. For example, reference to questionnaire item 4 (page A-3 of Appendix A) shows 58% of organizational mechanics with 6-12 months of experience were high school graduates, whereas 70% of the crew chiefs in the 0-6 months group were high school graduates. Other experience groups show percentages of high school graduates between these two extremes (i.e., 64% for mechanics with 0-6 months, 65% for mechanics with 13+ months, 61% for crew chiefs with 7-12 months, and 67% for crew chiefs with 13+ months). The same questionnaire item provides the data for the statements concerning college training.

As might be expected, a greater percentage of DS and GS 67N20s had performed maintenance on aircraft other than the UH-1 than had organizational mechanics and crew chiefs. The percentages for the three DS/GS experience groups (0-6, 7-12, and 13+) with other aircraft maintenance experience were 28, 37, and 58%, respectively.

(3) It is interesting to note that 74% of the 0-6 months combat organizational crew chiefs reported they were assigned UH-1 crew chief duties within three months after arrival in the field. This differs from the 7-12 and 13+ months organizational crew chief groups in which only 54 and 57% reported crew chief assignment within one to three months.

(4) Eighty-three combat mechanics and crew chiefs (out of a total of 758) reported that their first aircraft maintenance field assignment was as an Aircraft Mechanic's Helper, MOS 67A10 (all echelons combined); 23% of these individuals reported that they were awarded the 67N20 duty MOS within one month after arrival in the field, and 69% within the first three months.

Enlisted Supervisors

(1) The typical enlisted supervisor surveyed was an SSG, 24-31 years of age, with a high school diploma.

(2) The active military service experience level was quite high for this group. Fifty-six percent of the organizational supervisors and 78% of the DS and GS supervisors had 10 or more years of active military service. The median amount of experience as aircraft maintenance supervisors and/or technical inspectors, however, was 19-24 months and 25-36 months, respectively. A sizable percentage (18% for organizational and 29% for DS and GS supervisors) indicated no experience as UH-1 mechanics or crew chiefs.

SCHOOL AND UNIT TRAINING

Mechanics and Crew Chiefs

On data from questions dealing with the quality of Army Service School UH-1 maintenance training, only tabulations from recent school graduates (0-6 months UH-1 maintenance experience) will be discussed. These tabulations are probably more reflective of UH-1 training current at the time of the survey than the tabulations for the more experienced groups would have been.

(1) Approximately 90% of the mechanics and crew chiefs surveyed (all experience levels) had completed a 67N20 course at Fort Rucker or Fort Eustis. When asked about the overall quality of the course, 42-45% of recently graduated organizational 67N20s and 33% of the DS and GS 67N20s responded that the course they completed was "poor" or "fair." Answers of the remaining respondents were in the "good," "very good," and "excellent" categories.

(2) Fairly substantial percentages of recently graduated 67N20s rated the Army Service School UH-1 maintenance course "poor" or "fair" in quality of training in the use of UH-1 maintenance forms. Table 8 shows a listing of the forms and the percentage ratings of "poor" and "fair" for training on each form.

(3) Mechanics and crew chiefs at all echelons of maintenance generally indicated that the training they received in their Army Service School UH-1 maintenance course to enable them to properly use UH-1 TMs was very adequate or fairly adequate.

(4) The typical recent UH-1 maintenance graduate indicated satisfaction in the amount and quality of conference instruction received in his school training. However, most new graduates felt that the quality and quantity of practical exercises should be emphasized more during training. Recent graduates were asked to rate several factors

Table 8

**Percentage of Recent Graduates of the UH-1 Maintenance Army Service School Who
Rated Training in Use of UH-1 Maintenance Forms as Poor or Fair**

Form	Organizational Personnel		DS and GS Personnel
	Shop Mechanics	Crew Chiefs	Shop Mechanics
Parts Requisition, DA Form 9-79	47	35	34
Exchange Tag, DA Form 2402	52	39	34
Equipment Inspection and Maintenance Worksheet, DA Form 2404	41	31	27
Equipment Maintenance Record, DA Form 2408-3	49	43	43
Weapon Record Data, DA Form 2408-4	39	40	26
Modification Record, DA Form 2408-5	54	52	26
Aviators Flight Record, DA Form 2408-12	33	29	34
Inspection and Maintenance Record, DA Form 2408-13	30	24	40
Uncorrected Fault Record, DA Form 2408-14	41	35	40
Inventory Record, DA Form 2408-17	51	57	40
Inspection List, DA Form 2408-18	41	49	47
Component Removal and Repair/Overhaul Record, DA Form 2410	44	57	40
Basic Weight Check List, DD Form 365A	61	53	40
Basic Weight and Balance Record, DD Form 365C	57	50	34
Weight and Balance Clearance, Form F, DD Form 365F	59	52	40

related to the effectiveness of school instruction for UH-1 systems, indicating whether they thought more or less emphasis or no change was needed in the amount or quality of instruction. The detailed tabulation of their responses is contained in Appendix B. Table 9 is a general summarization of Appendix B, listing the UH-1 systems and those factors that 50% or more mechanics and/or crew chiefs indicated needed either more or no change in emphasis during training; there were no factors that 50% or more of the respondents felt needed less training emphasis. Mechanics and crew chiefs differed in their responses for a few factors; in these cases, the responses of the mechanics are placed in parentheses.

As can be seen in Table 9, troubleshooting and rigging are training areas in which mechanics and crew chiefs felt that more training emphasis is needed. Similarly, the main and tail rotor is the system for which respondents indicated the greatest need for more training emphasis. It should be noted that three of six cases where mechanics and crew chiefs differed occur in the instrument system category. In each of these cases, crew chiefs indicated a need for more training emphasis, whereas mechanics felt that no change was needed. This may mean that crew chiefs perform more maintenance on UH-1 instruments, particularly troubleshooting, than do mechanics.

(5) Combat shop mechanics rated the overall quality of their units' aircraft maintenance on-the-job training program as "good." The typical crew chief, however, rated his program as "fair." Apparently, very little of this OJT consisted of unit classroom training, inasmuch as 81 to 98% of the mechanics and crew chiefs reported zero hours per week of classroom training devoted to aviation maintenance topics. The most frequent response made to a question concerning unit OJT programs was "Mechanics learn by doing it themselves." (The other possible response categories were "Planned in

Table 9

**UH-1 Systems for Which 50% or More Mechanics and/or Crew Chiefs
Reported the Need for More Emphasis or No Change in Emphasis in
UH-1 Maintenance Army Service School Training^a**

	Utility	Airframe	Main and Tail Rotor	Hydraulic	Flight Controls	Powertrain	Instrument	Engine and Related Systems	Electrical	Armament
Amount of instruction in theory	NC	NC		NC	NC	NC	NC	NC	NC	NC
Amount of conference instruction in rigging	---	---	M		M	---	---	NC	---	---
Amount of conference instruction (in general)	NC	NC		NC	NC	NC	NC	NC	NC	NC
Amount of P.E. in rigging	---	---	M	M	M	---	---	M	---	---
Amount of P.E. (in general)	M	M	M	M	M	M	M			M
Amount of conference instruction in troubleshooting	M	---	M	M	NC	NC	NC			NC
Amount of P.E. in troubleshooting	M	---	M	M	M	M	(NC) M	M	M	M
Amount of conference instruction in use of tools	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC
Amount of P.E. in use of tools	NC	M	NC	NC	NC		NC		NC	NC
Quality of instruction in theory	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC
Quality of conference instruction in rigging	---	---	M	NC		---	---	NC	---	---
Quality of conference instruction (in general)	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC
Quality of P.E. in rigging	---	---	M	M	M	---	---	M	---	---
Quality of P.E. in use of schematics	---	---	---	---	---	---	---		M	---
Quality of P.E. (in general)	M	M	M	M	M	M	(NC) M	M		M
Quality of conference instruction in troubleshooting	M	---			NC	NC	NC	NC	NC	NC
Quality of P.E. in troubleshooting	M	---	M	M	M	(M) NC	(NC) M	M	M	
Quality of conference instruction in use of tools	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC
Quality of P.E. in use of tools	NC	(NC) M	NC	NC	NC	NC	NC	NC	NC	NC
Quality of conference examinations	NC	NC	NC	NC	NC	NC	NC	NC	NC	NC
Quality of P.E. examinations	(M) NC		M	NC	M		NC	M		NC

^aThe following code is used in the body of the table:

M = more emphasis

NC = no change

Blank = less than 50% responded in any category

() indicates mechanic's responses in cases where mechanic's responses differed from crew chief's responses

--- = factor not considered for the UH-1 system

advance and supervised," "Not planned in advance, but supervised," and "Other.") The response made by the typical 67N20 may, therefore, indicate a general lack of supervision in unit OJT.

It is not surprising that little formal attention was given to OJT in Vietnam, since mission requirements probably left little time for formal OJT. However, the same general responses were found for non-combat groups as for the combat groups. It would appear that in non-combat areas time could be made available for a more extensive and formal program for OJT. Further, eight out of the nine non-combat mechanic and crew chief groups rated the little classroom training they received as "poor" or "fair." These ratings by non-combat personnel are also in general agreement with a survey of 67N20 personnel in Germany and CONUS made in 1966 for the Department of the Army Board of Inquiry on the Army Logistics System (Brown Board).

Enlisted Supervisors and Maintenance Officers

(1) When asked to rate the overall training given in the Army Service School UH-1 maintenance course for meeting the UH-1 requirements of their units, the typical rating made by enlisted supervisors in all types of units was "poor" or "fair." In the organizational units, maintenance officers also agreed that the training given was "poor" or "fair" when viewed in terms of their unit requirements. In contrast to this opinion, however, maintenance officers in DS and GS units rated the course as "good."

(2) It is interesting to note that 42% of the organizational maintenance officers and 56% of the DS and GS maintenance officers felt that nonschool trained and school-trained personnel were about equally proficient in performing UH-1 maintenance.

(3) School training given 67N20s in the use of UH-1 series TMs and common and special tools was considered fairly adequate by maintenance officers. However, they reported that training in the use of aircraft forms and records was inadequate.

(4) Enlisted supervisors rated their units' OJT programs as "good." This is in agreement with the rating given by organizational and DS and GS mechanics. The supervisors also indicated that zero hours per week of classroom training were given in aviation maintenance topics.

(5) A majority of the maintenance officers reported, however, that time could be made available for aviation maintenance training; 56% of the organizational combat maintenance officers and 50% of the DS and GS combat maintenance officers reported that, if instructional materials were provided, their unit could make one to six hours available each week for this type of classroom training. Noncombat maintenance officers reported the same number of hours could be made available. In addition, both combat and noncombat maintenance officers indicated that they had qualified personnel to give this type of maintenance training and that instructional facilities were available in their units.

WORK CONDITIONS, SOPs, AND NUMBER OF PERSONNEL AND AIRCRAFT

Mechanics and Crew Chiefs

(1) The typical organizational mechanic reported working 60 or more hours per week; crew chiefs, 70 or more hours a week; and DS and GS mechanics, 50-69 hours a week. Table 10 shows the number of hours spent weekly by the typical mechanic and crew chief on maintenance and nonmaintenance duties. Some nonmaintenance duties, such as CQ, KP, standing inspections, details, construction of fortifications, and so forth, are not shown in Table 10, inasmuch as only a small percentage of the 67N20s reported discharging these duties.

Table 10

**Typical Numbers of Hours per Week Spent in
Maintenance and Nonmaintenance Activities**

Activity	Organizational Personnel						DS and GS Personnel		
	Shop Mechanics			Crew Chiefs			Shop Mechanics		
	0-6	7-12	13+	0-6	7-12	13+	0-6	7-12	13+
Total	60-69	60-69	60-69	60-69	70-79	70-79	50-59	50-59	50-59
UH-1 maintenance	50-59	60-69	50-59	50-59	60-69	50-59	40-49	40-49	40-49
Maintenance of other aircraft	0	0	0	0	0	0	0	0	0
Wheeled vehicle maintenance	0	0	0	0	0	0	0	0	0
Nonmaintenance duties	8-10	8-10	5-10	8-10	8-10	11-15	11-15	11-15	11-20
Guard duty	6-10	1-5	0	0	0	0	0-5	1-5	1-5
Area maintenance	1-3	1-3	1-3	1-3	1-3	1-3	1-6	4-6	1-3

(2) As would be expected, organizational crew chiefs reported performing a greater percentage of maintenance in the open, after dark, than did organizational mechanics (20-59% compared to 1-39%). DS and GS mechanics apparently do very little maintenance under these conditions.

(3) The typical organizational crew chief reported that he personally performed 50-64% of the organizational maintenance required on his aircraft, and spent 31-60 minutes daily on inspection.

Enlisted Supervisors and Maintenance Officers

(1) The majority of maintenance officers in all unit types rated their working conditions as "good." When viewed in the organizational and DS/GS dichotomy, however, there were differences in the ratings. While 42% of the organizational maintenance officers considered that their working conditions were "poor" or "fair," only 25% of the DS and GS maintenance officers rated their working conditions in these categories.

(2) A sizable percentage (38 and 47%) of organizational enlisted supervisors and maintenance officers indicated that time spent by 67N20s in performing nonmaintenance duties frequently or very frequently interfered with the accomplishment of UH-1 maintenance. For DS and GS supervisors and maintenance officers, the percentages reporting such interference were 38 and 18, respectively. Typically, DS and GS maintenance officers and enlisted supervisors at all echelons reported that this nonmaintenance duty time was "always" or "frequently" necessary. The typical organizational maintenance officer reported that it was "sometimes" necessary.

(3) In general, maintenance officers report that the number of UH-1 maintenance personnel assigned to their units was adequate to meet all UH-1 maintenance requirements generated in the units.

UH-1 FORMS AND MANUALS

Mechanics, Crew Chiefs, and Enlisted Supervisors

(1) Large percentages of mechanics and crew chiefs reported that they "never" or "rarely" read the appropriate sections of the TM before beginning work on routine and troubleshooting tasks. These percentages are given in Table 11. It is interesting to note that the percentage of less experienced mechanics (0-6 months) who fail to read, or rarely read the TM before beginning a task is usually greater than that of mechanics with more experience. It should be kept in mind that much of the maintenance was performed outdoors on helicopters parked some distance from where the TMs might be located. Many units reproduced sections of the TMs on plasticized cardboard, for use under such circumstances.

Table 11

Percentage of 67N20s Who Report Never or Rarely Reading Appropriate Sections of the TMs Before Beginning Work on Maintenance Tasks

Tasks	Organizational Personnel						DS and GS Personnel		
	Shop Mechanics			Crew Chiefs			Shop Mechanics		
	0-6	7-12	13+	0-6	7-12	13+	0-6	7-12	13+
Routine maintenance	51	42	32	40	43	24	45	18	16
Troubleshooting	49	27	23	30	29	18	28	12	16

(2) Table 12 shows the percentage of mechanics and crew chiefs who reported their ability to understand and use those sections of UH-1 -20 or -35 TMs covering the major UH-1 aircraft and armament systems as "poor" or "fair." For comparison purposes, the table also includes the percentage of enlisted supervisors who rated their 67N20s' ability to understand and use the TMs for each system as "poor" or "fair."

Table 12 is of interest from a number of standpoints. It would be expected that the percentage of mechanics and crew chiefs reporting "poor" or "fair" ability to understand and use various sections of the TM would decrease as a function of UH-1 experience. For several systems, however, the reverse is the case, especially among organizational mechanics. The most dramatic illustration of this is with regard to the electrical system. Forty-two percent of the organizational shop mechanics with more than 13 months' experience reported just "poor" to "fair" ability to understand and use electrical system schematic diagrams, while only 26% of those with 0-6 months' experience rated their ability this low. The same trend shows for that section of the TM dealing with the overall electrical system (i.e., 24% of the 0-6 months mechanics, and 50% of the 13+ months mechanics described their ability as "poor" or "fair"). These percentages may reflect a change in teaching procedure, or emphasis, in the UH-1 maintenance courses at Army Service Schools, or they may indicate that more experienced mechanics perform a greater amount of the UH-1 electrical system maintenance. It may be that fewer inexperienced mechanics reported their ability as "poor" or "fair" because this group used these sections of the TMs less frequently than did the experienced mechanics and, therefore, were not made aware of their deficiency.

Table 12

**Percentage of Survey Personnel Reporting Their Ability
(In the Case of Supervisors, 67N20s' Ability)
As Poor or Fair in Understanding and Using UH-1 TMs**

TM Content	Organizational Personnel							DS and GS Personnel			
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Shop Mechanics			Enl. Supv.
	0-6	6-12	13+	0-6	6-12	13+		0-6	6-12	13+	
Airframe system	23	23	26	22	16	9	22	12	18	11	32
Armament-AGM-22 (SS-11) system	18	19	23	20	13	11	12	11	27	11	16
Armament-grenade launcher system	21	17	20	21	15	12	12	11	24	11	18
Armament-machine gun systems	20	19	18	8	11	5	12	17	18	11	18
Armament-rocket systems	19	18	17	25	10	8	10	11	24	16	18
Troubleshooting charts	23	21	24	24	19	15	33	6	24	16	31
Torque value charts	21	11	12	16	14	11	22	17	9	22	26
Electrical system schematic diagrams	26	25	42	32	33	33	46	28	30	26	46
Electrical system (in general)	24	26	50	43	31	25	42	33	33	31	44
Engine oil system diagrams	24	24	25	24	19	12	28	17	28	5	29
Engine and related systems (in general)	24	22	26	18	18	8	21	29	19	16	25
Transmission oil system diagrams	14	19	20	24	18	13	25	18	16	11	35
Powertrain system(s) (in general)	18	10	14	18	13	10	18	18	25	16	31
Hydraulic system diagrams	24	23	31	20	19	14	29	11	26	21	47
Hydraulic system(s) (in general)	26	19	28	16	16	12	24	17	29	22	44
Flight controls system	17	12	12	18	12	10	18	22	21	21	17
Instrument systems	27	23	27	31	13	13	34	33	24	21	38
Landing gear system	10	9	14	12	11	2	15	12	27	11	12
Main and tail rotor systems	7	5	9	8	4	4	12	17	9	5	10
Utility systems	19	19	20	26	14	8	23	39	21	11	30

There are also systems for which a significantly greater percentage of inexperienced mechanics and crew chiefs reported "poor" or "fair" ability than did the experienced 67N20s, for example, torque value charts (organizational mechanics); airframe, rocket, electrical, instrument, and utility systems (organizational crew chiefs); and engine and related systems (DS and GS mechanics).

In general, 67N20s reported the greatest difficulty in understanding and using the electrical, instrument, and utility systems sections of the UH-1 TMs. Enlisted supervisors gave ratings similar to those of 67N20s for these systems. However, for a number of the TM sections, enlisted supervisors' ratings of the ability of 67N20s to understand and to use the sections were poorer than the ratings that the 67N20s gave themselves. This is especially noteworthy with regard to troubleshooting charts. Also, DS and GS enlisted supervisors gave lower ratings to the 67N20s in their units on ability to use TMs than did organizational enlisted supervisors.

TOOLS, TEST EQUIPMENT, AND SPARE PARTS

Mechanics, Crew Chiefs, Enlisted Supervisors, and Maintenance Officers

(1) The typical mechanic and crew chief reported that most maintenance tools and test equipment required for UH-1 maintenance were available and in serviceable condition.

(2) The availability of spare parts was rated "poor" or "fair" by the typical 67N20. Many groups reported the "scrounging" of UH-1 parts from other units, or the cannibalizing of parts from other aircraft, as being done on a frequent, or very frequent, basis. Frequently, or very frequently, aircraft are grounded (EDP) in their units awaiting replacement parts. Enlisted supervisor and maintenance officer ratings on the above points are in agreement with those of the 67N20s.

(3) Although most enlisted supervisors typically rated 67N20s in their units as "good" in the proper use of tools and test equipment, it is worth noting that the "poor" and "fair" response categories represented a sizable percentage. Thirty-three percent of the organizational supervisors and 41% of the DS and GS supervisors indicated that their 67N20s' use of tools and test equipment was "poor" or "fair."

TROUBLESHOOTING AND PROFICIENCY

Mechanics, Crew Chiefs, Enlisted Supervisors, and Maintenance Officers

(1) The typical mechanic and crew chief reported that 3-4 months' experience, after the award of the 67N20 duty MOS, was necessary before the majority of the 67N20 maintenance duties required in the unit were performed proficiently. Exceptions to this are the organizational crew chiefs, DS and GS mechanics (with 0-6 months' experience), who reported a requirement of only 1-2 months' experience. DS and GS maintenance officers also report a 1-2 month experience requirement. The majority of the other maintenance officer groups and enlisted supervisor groups indicated that 3-4 months' experience was required.

(2) Maintenance officers typically rated the overall proficiency of UH-1 mechanics and crew chiefs in their unit as "good." However, when examined by aircraft system, mechanic and crew chief maintenance proficiency was typically rated as only "fair" for engine and related systems, utility (organizational maintenance officer only), hydraulic, instrument, and electrical systems (rated as "poor" by organizational maintenance officers).

(3) For many UH-1 aircraft systems, only a small percentage (chiefly mechanics with 0-6 months' experience) reported having performed troubleshooting. A sizable percentage of these individuals also indicated that their proficiency in troubleshooting many of the aircraft systems was only "poor" or "fair." Table 13 shows, for each aircraft system, the percentage of subjects performing troubleshooting and the percentage who reported their proficiency was only "poor" or "fair." Percentages in the enlisted supervisor columns refer to the 67N20s in their units.

An examination of Table 13 indicates a tendency toward an inverse relationship between percentage of subjects performing troubleshooting and percentage reporting "poor" or "fair" troubleshooting ability. That is, those aircraft systems for which the smallest percentage of subjects reported performing troubleshooting are the systems for which the greatest percentage reported only "poor" or "fair" troubleshooting ability (e.g., electrical, instrument, and engine and related systems). On the main and tail rotor and the flight control systems, on the other hand, a relatively large percentage of subjects reported having performed troubleshooting but the smallest percentage of subjects

Table 13

**Percentage of Ratings of Poor and Fair for 67N20s Ability to
Troubleshoot UH-1 Aircraft Systems**

Aircraft System	Organizational Personnel							DS and GS Personnel			
	Shop Mechanics ^a			Crew Chiefs ^a			Enl. Supv. ^b	Shop Mechanics ^a			Enl. Supv. ^b
	0-6	6-12	13+	0-6	6-12	13+		0-6	6-12	13+	
Engine and related systems	41 (38)	59 (54)	35 (73)	38 (68)	32 (79)	25 (84)	47 (87)	50 (33)	50 (57)	69 (68)	39 (75)
Utility systems	45 (46)	44 (63)	31 (80)	38 (69)	25 (79)	15 (84)	36 (90)	50 (44)	27 (76)	46 (68)	22 (94)
Flight controls system	24 (73)	18 (93)	21 (94)	28 (83)	18 (95)	13 (83)	20 (99)	22 (56)	23 (86)	18 (89)	13 (96)
Main rotor system	19 (78)	15 (96)	12 (92)	14 (88)	8 (97)	6 (98)	15 (97)	23 (72)	6 (100)	6 (95)	7 (96)
Tail rotor system	12 (79)	15 (95)	11 (94)	20 (90)	10 (97)	3 (98)	14 (98)	33 (67)	6 (100)	16 (100)	9 (96)
Airframe system	38 (49)	39 (65)	32 (77)	39 (67)	31 (78)	16 (86)	21 (93)	40 (29)	30 (66)	40 (79)	9 (90)
Hydraulic system(s)	34 (71)	31 (85)	31 (89)	44 (80)	28 (90)	20 (89)	42 (96)	40 (56)	30 (77)	28 (95)	28 (81)
Powertrain system	30 (54)	23 (77)	35 (85)	37 (73)	22 (87)	19 (92)	30 (91)	57 (39)	26 (77)	19 (84)	17 (85)
Instrument systems	68 (37)	64 (60)	57 (68)	49 (80)	31 (82)	24 (85)	44 (88)	100 (22)	59 (63)	38 (68)	43 (73)
Electrical systems	60 (24)	70 (49)	68 (62)	68 (63)	60 (72)	44 (78)	55 (79)	100 (28)	59 (50)	58 (63)	49 (73)

^aNumerals in parentheses indicate percentage reporting troubleshooting the aircraft system.

^bNumerals in parentheses indicate percentage reporting troubleshooting is performed on the system by 67N20s in their unit.

reported only "poor" or "fair" troubleshooting ability. It is interesting to note that in the 0-6 months' experience groups a greater percentage of crew chiefs reported performing troubleshooting than did mechanics, but that the groups rated their troubleshooting ability about the same.

Also of interest is that, for organizational mechanics, there does not appear to be any strong, consistent pattern in the percentage of the three experience levels reporting "poor" or "fair" troubleshooting ability. It might be expected that the percentage of subjects reporting only "poor" or "fair" troubleshooting ability would decrease with experience. Only in the crew chief groups is this pattern clearly evident, although it also shows up in some of the aircraft systems for DS and GS mechanics.

Enlisted supervisors tended to rate 67N20s' troubleshooting ability about the same as the mechanics and crew chiefs rated themselves. In response to another question, supervisors indicated that lack of experience is the major reason why 67N20s are not performing troubleshooting tasks required at their maintenance level. They also indicated that the average 67N20 frequently asked for help when performing troubleshooting tasks

and less frequently asked for help when performing routine maintenance tasks. Both enlisted supervisors and maintenance officers cited lack of experience as the primary cause of faulty troubleshooting.

GENERAL PERSONNEL MATTERS

Mechanics and Crew Chiefs

(1) The typical 67N20 was "fairly satisfied" with his overall job and felt that his assignment "always" or "nearly always" took full advantage of his UH-1 maintenance capabilities. He also indicated that his job was actually better than he expected it to be when he finished his Army Service School UH-1 maintenance course.

(2) Individuals in most of the mechanic and crew chief groups expressed some dissatisfaction with their unit's policy in regard to promotions, in that the typical mechanic rated unit promotion policy as only "poor" or "fair" (DS and GS mechanics with 7-12 months' experience rated their unit's policy as "fair" to "good").

(3) Most 67N20s expressed satisfaction with the amount and quality of supervision they received.

(4) Only about 5% of the 67N20s indicated that they would "definitely" or "probably" reenlist when their present tour of duty was completed. However, most stated that they planned to pursue aircraft maintenance as a career after leaving the service.

Enlisted Supervisors and Maintenance Officers

(1) Fifty-five percent of the organizational enlisted supervisors and 61% of the DS and GS supervisors indicated that they were planning to "definitely" or "probably" reenlist when their present tour was over.

(2) Supervisors and maintenance officers felt that 67N20s had a clear idea of what was expected of them as UH-1 mechanics or crew chiefs.

(3) The typical enlisted supervisor felt that the average 67N20 needed close supervision in the performance of his maintenance duties.

FINDINGS FROM NONPERFORMING PERSONNEL¹⁵

From the 2,084 questionnaires received from 67N20 personnel, it was found that 798 67N20s (38%) were not performing duties of UH-1 mechanics or crew chiefs. It was possible to categorize 657 of these individuals into one of six general duty assignment areas. (Duty assignment area could not be identified for 141 individuals—24 combat and 117 non-combat). Table 14 shows the number of combat and non-combat personnel assigned to each of these areas.

Inasmuch as they were nonperforming UH-1 mechanics and crew chiefs, these personnel were unable to respond to most items in the questionnaire. Responses were obtained, however, for six items dealing with training, experience, job satisfaction, and career intentions. A summary of these responses follows, and Appendix C gives the percentage responses of the 12 groups to each of the six items. In addition, Appendix C gives percentage responses of mechanics and crew chiefs *performing* UH-1 maintenance, for comparison with responses of *nonperforming* 67N20s. The cover sheet to Appendix C provides information necessary for understanding the format used.

¹⁵ Findings from the 318 supervisor personnel who reported nonsupervision of UH-1 maintenance are not included, since it would add nothing to the overall description of 67N20 job activities.

Table 14

**Duty Assignments of 67N20 Personnel Assigned Duties Other Than as
UH-1 Mechanics and Crew Chiefs^a**

Duty Assignment	Combat	Noncombat
Unrelated to aircraft maintenance	53	161
Maintenance of AH-1G or OH-6A aircraft	16	23
Maintenance of other Army aircraft	21	77
Repair of aircraft components (allied shops)	43	8
Maintenance related duties (tool and stock room, etc.)	66	83
Supervision or technical inspection of aircraft maintenance	43	63
Total	242	415

^aThe duty assignment of an additional 24 combat and 117 noncombat 67N20s could not be determined. These individuals were not, however, performing UH-1 maintenance.

TRAINING

The majority of the nonperforming 67N20s had completed formal UH-1 training at either Fort Rucker or Fort Eustis. In training, they differed little from the performing 67N20s. One exception is the non-combat group, with the duty assignment of aircraft maintenance supervisor or technical inspector. Only 41% of the individuals in this group reported having completed UH-1 maintenance training at Fort Rucker or Fort Eustis, compared to 83% for performing non-combat personnel.

UH-1 MAINTENANCE EXPERIENCE

Typically, a greater percentage of the non-combat, nonperforming subjects reported no UH-1 maintenance training than did the nonperforming combat subjects. This is probably a reflection of the greater number of UH-1 aircraft in Vietnam, with the consequent need for more UH-1 mechanics, than in other world areas. It should also be noted that the groups differ considerably in the distribution of UH-1 experience. For example, the combat "other aircraft" group was composed of persons with little or no UH-1 maintenance experience, whereas the combat "supervisor/technical inspector" group was composed primarily of individuals with seven or more months of UH-1 maintenance experience. Because of these differences, caution should be exercised in comparing the groups' responses on other questions.

JOB SATISFACTION

Non-combat groups reported greater dissatisfaction with their jobs than did the combat groups, and a high percentage reported they had "seldom" or "never" been properly utilized in their MOS. Performing 67N20s, on the other hand, generally reported satisfaction with their jobs and felt they had been properly utilized since becoming 67N20s. Among the combat nonperforming groups, personnel assigned to the

AH-1G/OH-6A, Allied Shops, and Supervisor/Technical Inspector groups typically reported satisfaction with their jobs. These same groups also reported that they had been properly utilized since becoming 67N20s.

CAREER INTENTIONS

In general, fewer than 10% of the nonperforming and performing 67N20s reported that they planned to reenlist when their tour of duty was completed. However, many 67N20s assigned supervisor or technical inspector duties were exceptions. Thirty-two percent of the combat supervisors/technical inspectors and 49% of the non-combat supervisors/technical inspectors reported they would "definitely" or "probably" reenlist. Even though, in most groups, only a small percentage intended to reenlist, much larger percentages (from 13 to 58%) planned to pursue aircraft maintenance as a career after leaving the service.

Chapter 4

DISCUSSION AND GENERAL CONCLUSIONS

The results presented in this report can be discussed from two different viewpoints: First, the findings from individual questions or question areas, which will be discussed only in global terms; second, and more important, the overall body of data, with the emphasis on the potential value of the data to various Army agencies.

On the basis of the data presented in this report and the various contacts and interviews with Army aviation maintenance personnel during this study, several major conclusions of potential interest to the Army have been reached with reference to the personnel surveyed. It should be remembered that they are based upon a questionnaire survey and not upon performance-testing or lengthy on-the-job observation, so they must be viewed as tentative in nature.

(1) Thirty-eight percent of the 67N20 population surveyed were not performing in their MOS. The majority of these personnel had received formal school training in the 67N20 MOS. There may be several consequences of this non-use of personnel within their MOS. First, the cost and time involved in training these mechanics have probably been wasted. Although a few of these nonperforming mechanics had received their MOS through other courses and field training, most had taken the 67N20 course at either Fort Eustis or Fort Rucker. Second, non-use of their learned skills also affected the morale of a good portion of these mechanics. Job satisfaction was low for this group, and many expressed their dissatisfaction at not being properly utilized in their MOS. The third, and possibly most important, consequence of non-use is loss of skill. Ideally, the 67N20 should be an effective, productive member of the maintenance team upon his arrival in the field, but all groups of respondents in this survey indicated that one to four months' experience is typically required before the new graduate can proficiently perform the majority of 67N20 maintenance duties. The question that must be raised at this point is, how long will it take a mechanic who has not used his skills for several months to be able to perform 67N20 duties satisfactorily? When this period of time is subtracted from a normal tour of duty, relatively little time is left for this mechanic to add to the overall effectiveness of his unit. It is felt that this finding should be of particular interest to the Office of the Deputy Chief of Staff for Personnel and to the Office of Personnel Operations.

(2) The general opinion expressed by the typical 67N20 school graduate is that greater emphasis should be placed in training on practical exercises; that is, they would like to have had greater opportunity to actually work with the equipment during training. Apparently the first one to four months of an operational assignment are used to gain this experience through practical exercises with the equipment. It would seem logical that additional training of this type, given in the school situation, would reduce the amount of operational experience needed for the mechanic to reach an acceptable level of proficiency in his assignment. This finding is of principal interest to CONARC.

(3) A sizable percentage of 67N20s reported only poor or fair proficiency in the use of UH-1 maintenance forms. These findings were supported by supervisors' ratings of 67N20s' ability to use UH-1 forms properly. Of those mechanics and crew chiefs who reported difficulty in using the forms, most felt lack of training was the reason for their

poor proficiency. From 64 to 80% of the supervisors reported that 67N20s were not properly trained in the use of maintenance forms. While a need for more training in this area appears to be obvious, the direction of that training should be selective. There are many forms that are seldom used; for example, 94-99% of 67N20s reported that they had not used the Basic Weight and Balance Record within the last month. Added training should concentrate on those forms that are both "difficult" and frequently used. This finding is also of principal interest to CONARC.

(4) A large percentage of 67N20s reported that they seldom or never read appropriate sections of the UH-1 TMs before beginning work on routine or troubleshooting tasks. The explanation may, in part, lie in the fact that 67N20s reported difficulty in understanding and using UH-1 TMs. The difficulty in understanding TMs was most evident in three areas: the index system, the reference system, and the schematic charts. The information concerning difficulty in using TMs should be of particular interest to the U.S. Army Materiel Command. Although most mechanics and crew chiefs felt that the training they received in the use of TMs was adequate, perhaps greater emphasis should be given to the need for referring to the TMs when performing UH-1 maintenance (a matter of CONARC interest).

(5) Mechanics and crew chiefs are somewhat weak in troubleshooting skills. This is especially true for the less experienced mechanics (0-6 months' UH-1 maintenance experience). Principal areas of weakness are in troubleshooting the electrical, engine, and instrument systems. This matter is primarily of interest to CONARC.

(6) Unit training seems to be more a matter of just acquiring maintenance experience than of being systematic in nature. More respondents reported that little or no company training time was devoted to aircraft maintenance topics. The general philosophy that Army service schools should turn out a man with minimal job qualification and depend upon unit training to "polish" his skills would seem open to question. The delegation of significant training functions to OJT would seem, under present practices, a tenuous and indefinite means of accomplishing these functions. While this lack of company training is understandable in Vietnam because of the tactical situation—although maintenance officers reported time could be made available for classroom training—it is less understandable in non-combat areas, where it would seem that training time and facilities would be readily available. It is likely that company training would more nearly become a reality if a formal system of unit training packages were prepared and distributed. This area is of interest to both Department of the Army agencies and CONARC.

(7) The typical 67N20 who was assigned UH-1 maintenance duties was well satisfied with his job and felt reasonably proficient in it. Maintenance officers rated the general proficiency of UH-1 mechanics as fair or good, but reported that Army service school UH-1 maintenance training was somewhat inadequate as preparation for the performance of maintenance duties typically found in the field units. This item is also of interest to the Department of the Army and CONARC.

Conclusions presented here are by no means exhaustive of those that may be drawn from the first two sections of the Job Description Inventory data relating to background, training, and general maintenance activities of 67N20 personnel. The reader is encouraged to examine carefully the detailed data contained in Appendices A and B and to relate it to his particular areas of interest in aviation maintenance or training. The data can provide a sound and extensive basis for the examination of many important questions or areas of concern, in furtherance of the objective of making aviation maintenance job requirements and training consonant with one another.

APPENDICES

Appendix A

FIELD SURVEY RESPONSES

This Appendix contains a listing of selected items, response categories, and percentage of responses in each category for Sections I and II of the Work Unit UPGRADE questionnaires. Data for the non-combat groups have been shaded, whereas the data for combat groups are unshaded (e.g., for question 1, page 36, 3% of the *combat* Organizational Shop mechanics with 0-6 months' UH-1 maintenance experience were PVTs; for the same *non-combat* group, 2% were PVTs).

Questionnaire items have been classified into seven general areas of concern:

- (1) Background and Experience (pp. 35 through 40) - 14 items.
- (2) School and Unit Training (pp. 41 through 67) - 105 items.
- (3) Work Conditions, SOPs, and Number of Personnel and Aircraft (pp. 69 through 100) - 114 items.
- (4) UH-1 Forms and Manuals (pp. 101 through 119) - 72 items.
- (5) Tools, Test Equipment and Spare Parts (pp. 121 through 130) - 37 items.
- (6) Troubleshooting and Proficiency (pp. 131 through 150) - 70 items.
- (7) General Personnel Matters (pp. 151 through 163) - 48 items.

The groups of personnel to whom the questionnaire items were administered and the number of respondents in each group are shown in Table 6 (page 14).

Different groups of personnel were asked different questions, as appropriate. If a question was not asked of a particular group of respondents, a dash (—) appears in the table. In cases where the wording of a question stem was different for 67N20s and for supervisors or maintenance officers, the appropriate wording for supervisors and maintenance officers is included in the item in parentheses.

For open-ended questions in the questionnaire (e.g., "Age (Last birthday) _____"), appropriate response categories have been developed for presentation of the data in this Appendix.

It should be noted that for some items, subjects were instructed to "Check as many blanks as apply." These instructions are included with the items in this Appendix and indicate that the percentage tabulations shown will usually total more than 100%.

Background and Experience

Questionnaire Item	Organizational Personnel										DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.			
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-					
1. What is your present rank?																
1. PVT	3	0	0	0	0	0	0	--	0	0	5	0	--			
2. PFC	27	8	5	8	2	2	0	--	28	3	0	0	--			
3. CPL	1	0	0	0	0	0	0	--	0	0	0	0	--			
4. SP-4	65	74	45	85	71	31	0	--	50	63	26	0	--			
5. SP-5	5	17	48	6	27	66	5	--	22	14	68	2	--			
6. SP-6	0	0	0	0	0	0	29	--	0	0	0	43	--			
7. SGT	0	0	2	0	0	1	8	--	0	0	0	0	--			
8. SSG	0	0	0	0	0	0	35	--	0	0	0	29	--			
9. PSG	0	0	0	0	0	0	2	--	0	0	0	0	--			
10. SFC	0	0	0	0	0	0	21	--	0	0	0	27	--			
11. MSG	0	0	0	0	0	0	0	--	0	0	0	0	--			
12. ISG	0	0	0	0	0	0	0	--	0	0	0	0	--			
13. SQM	0	0	0	0	0	0	0	--	0	0	0	0	--			
(N)	(109)	(191)	(66)	(50)	(179)	(104)	(131)	--	(18)	(35)	(19)	(49)	--			
2. What was your age at your last birthday?																
1. 18	8	3	3	12	1	0	0	--	12	3	0	0	--			
2. 19	27	11	11	14	15	8	0	--	6	17	5	0	--			
3. 20	27	39	17	41	38	22	1	--	24	34	26	0	--			
4. 21	27	20	37	18	28	30	5	--	18	20	32	0	--			
5. 22	9	12	14	8	8	17	4	--	12	20	16	0	--			
6. 23	0	6	6	2	5	9	5	--	18	0	5	6	--			
7. 24-27	4	9	9	4	4	8	14	--	12	6	11	14	--			
8. 28-31	0	1	2	0	1	4	21	--	0	0	0	10	--			
9. 32-35	0	0	2	0	0	2	26	--	0	0	0	29	--			
10. 36 and over	0	0	0	0	0	0	24	--	0	0	5	41	--			
(N)	(105)	(186)	(65)	(49)	(172)	(103)	(128)	--	(17)	(35)	(19)	(49)	--			
3. Present marital status:																
1. Single	80	75	73	88	79	77	--	--	78	66	95	--	--			
2. Married	20	23	24	8	20	21	--	--	22	29	5	--	--			
3. Divorced	0	2	3	2	1	2	--	--	0	3	0	--	--			
4. Other	0	0	0	2	0	0	--	--	0	3	0	--	--			
(N)	(108)	(191)	(66)	(50)	(179)	(104)			(18)	(35)	(19)					
1. Single	76	74	51	69	60	51	--	--	67	67	46	--	--			
2. Married	23	22	47	28	33	47	--	--	38	33	54	--	--			
3. Divorced	1	4	2	2	4	2	--	--	0	0	0	--	--			
4. Other	0	0	0	0	2	0	--	--	0	0	0	--	--			
(N)	(100)	(46)	(57)	(81)	(48)	(87)			(8)	(15)	(26)					

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13.	0-6	7-12	13.			0-6	6-12	13.			
4. How many years of civilian education have you completed? Include GED, or other equivalency.														
1. Less than 6 years	0	0	0	0	0	0	0	--	0	0	0	0	--	
2. 6 to 8 years	4	2	3	4	2	1	0	--	0	3	0	0	--	
3. 9 to 11 years	15	21	15	12	11	9	4	--	17	11	26	2	--	
4. High school graduate	64	58	65	70	61	67	79	--	67	69	63	90	--	
5. College--less than two years	12	16	12	10	21	17	13	--	6	17	11	4	--	
6. College--two years or more	5	3	5	4	5	5	4	--	11	0	0	4	--	
7. College degree	1	1	0	0	0	1	0	--	0	0	0	0	--	
(N)	(109)	(191)	(65)	(50)	(179)	(103)	(127)		(18)	(35)	(19)	(49)		
1. Less than 6 years	0	0	0	0	2	0	0	--	0	0	0	0	--	
2. 6 to 8 years	2	7	9	2	2	1	1	--	25	0	4	1	--	
3. 9 to 11 years	13	13	11	12	19	8	7	--	0	40	15	5	--	
4. High school graduate	62	59	67	60	50	75	81	--	63	47	73	83	--	
5. College--less than two years	16	17	9	19	21	13	11	--	0	7	8	10	--	
6. College--two years or more	6	4	5	5	6	3	0	--	13	7	0	1	--	
7. College degree	1	0	0	1	0	0	0	--	0	0	0	0	--	
(N)	(100)	(46)	(57)	(81)	(48)	(87)	(123)		(8)	(15)	(26)	(81)		
5. Total time in all branches of active Federal military service.														
1. 1-6 months	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2. 7-12 months	58	8	0	40	2	0	0	0	44	6	0	0	0	0
3. 13-18 months	30	65	22	48	68	19	1	0	28	57	21	0	0	0
4. 19-23 months	6	13	31	8	15	16	1	4	6	23	32	0	0	0
5. 2 but less than 3 years	5	12	34	2	11	46	2	11	17	14	32	0	8	8
6. 3 but less than 4 years	1	1	8	0	2	4	5	4	0	0	0	0	8	8
7. 4 but less than 5 years	1	0	0	2	0	6	6	10	6	0	5	4	8	8
8. 5 but less than 6 years	0	1	2	0	1	3	5	6	0	0	5	8	0	0
9. 6 but less than 8 years	0	1	5	0	1	2	11	13	0	0	0	2	0	0
10. 8 but less than 10 years	0	0	0	0	1	0	14	11	0	0	0	8	8	8
11. 10 but less than 15 years	0	0	0	0	0	3	34	30	0	0	0	35	50	50
12. 15 years or more	0	0	0	0	0	1	22	11	0	0	5	43	17	17
(N)	(109)	(189)	(65)	(50)	(177)	(104)	(130)	(71)	(18)	(35)	(19)	(49)	(12)	(12)
1. 1-6 months	3	0	0	1	0	0	0	0	0	0	0	0	0	0
2. 7-12 months	73	48	0	69	35	0	0	0	50	20	0	0	0	0
3. 13-18 months	9	28	2	15	21	1	0	2	0	27	0	0	0	0
4. 19-23 months	5	9	9	4	17	8	0	2	0	27	15	0	4	4
5. 2 but less than 3 years	5	13	47	5	19	60	2	2	25	13	46	1	0	0
6. 3 but less than 4 years	2	2	7	0	0	2	0	4	0	7	12	0	0	0
7. 4 but less than 5 years	0	0	12	4	2	12	4	4	0	7	8	5	0	0
8. 5 but less than 6 years	2	0	12	1	2	8	5	7	13	0	4	1	4	4
9. 6 but less than 8 years	1	0	7	1	2	3	13	10	13	0	12	12	0	0
10. 8 but less than 10 years	0	0	2	0	0	3	8	10	0	0	4	20	0	0
11. 10 but less than 15 years	0	0	0	0	2	1	36	30	0	0	0	35	33	33
12. 15 years or more	0	0	2	0	0	0	32	28	0	0	0	26	59	59
(N)	(99)	(46)	(57)	(81)	(48)	(86)	(123)	(81)	(8)	(15)	(26)	(81)	(27)	(27)
6. How many months of UH-1 maintenance experience have you had as a mechanic or crew chief?														
1. 0 months	--	--	0	--	--	0	18	--	--	--	0	29	--	--
2. 1-6 months	--	--	0	--	--	0	6	--	--	--	0	4	--	--
3. 7-12 months	--	--	0	--	--	0	14	--	--	--	0	8	--	--
4. 13-18 months	--	--	64	--	--	63	5	--	--	--	53	8	--	--
5. 19-24 months	--	--	23	--	--	20	14	--	--	--	37	10	--	--
6. 25-36 months	--	--	11	--	--	15	13	--	--	--	5	19	--	--
7. More than 36 months	--	--	3	--	--	1	29	--	--	--	5	21	--	--
(N)			(66)			(104)	(128)				(19)	(48)		
1. 0 months	--	--	0	--	--	0	19	--	--	--	0	25	--	--
2. 1-6 months	--	--	0	--	--	0	6	--	--	--	0	5	--	--
3. 7-12 months	--	--	0	--	--	0	13	--	--	--	0	4	--	--
4. 13-18 months	--	--	23	--	--	29	5	--	--	--	38	12	--	--
5. 19-24 months	--	--	35	--	--	38	7	--	--	--	27	12	--	--
6. 25-36 months	--	--	26	--	--	25	11	--	--	--	27	15	--	--
7. More than 36 months	--	--	16	--	--	8	39	--	--	--	8	27	--	--
(N)			(57)			(87)	(122)				(26)	(81)		

Background and Experience

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
7. How many months of maintenance experience have you had as a mechanic or crew chief in other aircraft besides the UH-1?														
1. 0 months	83	86	74	94	81	63	22	--	72	63	42	13	--	
2. 1-6 months	8	6	9	2	9	19	6	--	22	31	32	4	--	
3. 7-12 months	4	3	11	0	3	5	9	--	0	6	5	6	--	
4. 13-18 months	2	2	2	2	2	7	4	--	0	0	5	4	--	
5. 19-24 months	0	2	2	0	3	2	5	--	0	0	11	8	--	
6. 25-36 months	1	1	2	0	0	1	15	--	6	0	0	2	--	
7. More than 36 months	2	1	2	2	1	3	40	--	0	0	5	63	--	
(N)	(107)	(188)	(66)	(50)	(178)	(104)	(127)		(18)	(35)	(19)	(48)		
1. 0 months	85	75	54	86	71	53	14	--	88	53	62	11	--	
2. 1-6 months	6	7	18	0	10	17	7	--	0	7	19	5	--	
3. 7-12 months	3	7	13	5	8	13	7	--	0	13	4	9	--	
4. 13-18 months	2	0	7	4	2	8	1	--	13	7	4	2	--	
5. 19-24 months	4	11	0	2	4	5	7	--	0	0	4	9	--	
6. 25-36 months	0	0	4	1	0	2	12	--	0	20	0	9	--	
7. More than 36 months	0	0	5	1	4	2	52	--	0	0	8	56	--	
(N)	(98)	(44)	(56)	(81)	(48)	(87)	(122)		(8)	(15)	(26)	(81)		
8. How many months of experience have you had as an aircraft maintenance supervisor and/or technical inspector?														
1. 1-6 months	--	--	--	--	--	--	18	--	--	--	--	0	--	
2. 7-12 months	--	--	--	--	--	--	16	--	--	--	--	10	--	
3. 13-18 months	--	--	--	--	--	--	14	--	--	--	--	18	--	
4. 19-24 months	--	--	--	--	--	--	8	--	--	--	--	16	--	
5. 25-36 months	--	--	--	--	--	--	16	--	--	--	--	10	--	
6. 37-48 months	--	--	--	--	--	--	11	--	--	--	--	2	--	
7. 49-60 months	--	--	--	--	--	--	5	--	--	--	--	16	--	
8. More than 60 months	--	--	--	--	--	--	12	--	--	--	--	27	--	
(N)							(130)					(49)		
1. 1-6 months	--	--	--	--	--	--	3	--	--	--	--	4	--	
2. 7-12 months	--	--	--	--	--	--	7	--	--	--	--	12	--	
3. 13-18 months	--	--	--	--	--	--	18	--	--	--	--	12	--	
4. 19-24 months	--	--	--	--	--	--	18	--	--	--	--	14	--	
5. 25-36 months	--	--	--	--	--	--	18	--	--	--	--	19	--	
6. 37-48 months	--	--	--	--	--	--	14	--	--	--	--	12	--	
7. 49-60 months	--	--	--	--	--	--	8	--	--	--	--	9	--	
8. More than 60 months	--	--	--	--	--	--	15	--	--	--	--	19	--	
(N)							(123)					(81)		
9. Total length of time served in aviation-related assignments.														
1. 1-6 months	--	--	--	--	--	--	--	0	--	--	--	--	0	
2. 7-12 months	--	--	--	--	--	--	--	4	--	--	--	--	8	
3. 13-18 months	--	--	--	--	--	--	--	6	--	--	--	--	0	
4. 19-24 months	--	--	--	--	--	--	--	8	--	--	--	--	8	
5. 25-36 months	--	--	--	--	--	--	--	10	--	--	--	--	8	
6. 37-48 months	--	--	--	--	--	--	--	8	--	--	--	--	0	
7. 49-60 months	--	--	--	--	--	--	--	14	--	--	--	--	0	
8. More than 60 months	--	--	--	--	--	--	--	49	--	--	--	--	75	
(N)								(71)					(12)	
1. 1-6 months	--	--	--	--	--	--	--	5	--	--	--	--	0	
2. 7-12 months	--	--	--	--	--	--	--	1	--	--	--	--	4	
3. 13-18 months	--	--	--	--	--	--	--	0	--	--	--	--	0	
4. 19-24 months	--	--	--	--	--	--	--	1	--	--	--	--	0	
5. 25-36 months	--	--	--	--	--	--	--	13	--	--	--	--	7	
6. 37-48 months	--	--	--	--	--	--	--	9	--	--	--	--	0	
7. 49-60 months	--	--	--	--	--	--	--	5	--	--	--	--	0	
8. More than 60 months	--	--	--	--	--	--	--	66	--	--	--	--	89	
(N)								(80)					(27)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
10. Total length of time served as an aviation maintenance officer.													
1. 1-6 months	--	--	--	--	--	--	--	34	--	--	--	--	25
2. 7-12 months	--	--	--	--	--	--	--	13	--	--	--	--	8
3. 13-18 months	--	--	--	--	--	--	--	13	--	--	--	--	17
4. 19-24 months	--	--	--	--	--	--	--	1	--	--	--	--	17
5. 25-36 months	--	--	--	--	--	--	--	10	--	--	--	--	8
6. 37-48 months	--	--	--	--	--	--	--	10	--	--	--	--	0
7. 49-60 months	--	--	--	--	--	--	--	6	--	--	--	--	0
8. More than 60 months	--	--	--	--	--	--	--	14	--	--	--	--	25
(N)								(71)					(12)
1. 1-6 months	--	--	--	--	--	--	--	25	--	--	--	--	11
2. 7-12 months	--	--	--	--	--	--	--	20	--	--	--	--	4
3. 13-18 months	--	--	--	--	--	--	--	11	--	--	--	--	4
4. 19-24 months	--	--	--	--	--	--	--	5	--	--	--	--	7
5. 25-36 months	--	--	--	--	--	--	--	12	--	--	--	--	4
6. 37-48 months	--	--	--	--	--	--	--	6	--	--	--	--	11
7. 49-60 months	--	--	--	--	--	--	--	4	--	--	--	--	4
8. More than 60 months	--	--	--	--	--	--	--	17	--	--	--	--	56
(N)								(81)					(27)
11. How would you rate your experience in UH-1 maintenance (the experience of 67N20's in your unit) in comparison to other UH-1 mechanics and crew chiefs (in comparison with the average 67N20)? in your present unit?													
1. Much more experienced than the average	4	8	21	0	6	15	12	3	0	14	21	12	18
2. Slightly more experienced than the average	11	40	33	16	37	43	23	17	22	17	47	12	27
3. About average in experience	48	47	39	60	53	41	45	48	56	43	32	51	36
4. Slightly less experienced than the average	28	5	6	20	3	0	12	22	11	6	0	14	18
5. Much less experienced than the average	10	0	0	4	1	0	8	11	11	0	0	10	0
(N)	(109)	(191)	(66)	(50)	(179)	(104)	(130)	(65)	(18)	(35)	(19)	(49)	(11)
1. Much more experienced than the average	7	7	19	1	17	16	10	6	13	7	19	5	10
2. Slightly more experienced than the average	7	17	37	12	10	29	11	20	25	20	27	13	19
3. About average in experience	53	61	40	51	58	53	49	40	50	73	54	54	52
4. Slightly less experienced than the average	31	13	4	33	15	2	23	22	13	0	0	18	10
5. Much less experienced than the average	7	2	0	2	0	0	7	12	0	0	0	11	10
(N)	(100)	(46)	(57)	(81)	(48)	(87)	(117)	(65)	(8)	(15)	(26)	(80)	(21)
12. After you graduated from an Army Service School UH-1 maintenance course, how soon after arrival in the field were you assigned duties as a UH-1 crew chief?													
1. During the 1st month	--	--	--	22	16	23	--	--	--	--	--	--	--
2. During the 2d or 3d month	--	--	--	52	38	34	--	--	--	--	--	--	--
3. During the 4th, 5th, or 6th month	--	--	--	15	33	17	--	--	--	--	--	--	--
4. During the 7th, 8th, or 9th month	--	--	--	7	7	10	--	--	--	--	--	--	--
5. During the 10th, 11th, or 12th month	--	--	--	4	2	4	--	--	--	--	--	--	--
6. After 12 months	--	--	--	0	4	12	--	--	--	--	--	--	--
(N)				(46)	(165)	(92)							
1. During the 1st month	--	--	--	56	20	29	--	--	--	--	--	--	--
2. During the 2d or 3d month	--	--	--	23	34	26	--	--	--	--	--	--	--
3. During the 4th, 5th, or 6th month	--	--	--	7	27	14	--	--	--	--	--	--	--
4. During the 7th, 8th, or 9th month	--	--	--	3	5	1	--	--	--	--	--	--	--
5. During the 10th, 11th, or 12th month	--	--	--	8	2	4	--	--	--	--	--	--	--
6. After 12 months	--	--	--	4	11	25	--	--	--	--	--	--	--
(N)				(75)	(44)	(69)							

Background and Experience

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
13. If your first aircraft maintenance field assignment was as an Aircraft Mechanic's Helper, MOS 67A10, how long was it before you were awarded a 67N20 duty MOS?													
1. My first aircraft maintenance field assignment was not as a 67A10	88	88	86	92	93	89	--	--	83	86	79	--	--
2. 1 month or less	6	2	3	2	2	2	--	--	0	3	0	--	--
3. 2 to 3 months	4	6	8	2	3	6	--	--	6	6	11	--	--
4. 4 to 6 months	1	2	0	4	2	1	--	--	11	0	5	--	--
5. 7 to 8 months	0	1	2	0	0	0	--	--	0	3	0	--	--
6. 9 to 11 months	0	1	2	0	0	0	--	--	0	0	0	--	--
7. 12 months or more	2	1	0	0	0	2	--	--	0	3	5	--	--
(N)	(107)	(186)	(64)	(49)	(176)	(104)			(18)	(35)	(19)		
1. My first aircraft maintenance field assignment was not as a 67A10	91	80	61	95	85	79	--	--	75	93	69	--	--
2. 1 month or less	0	0	7	0	6	5	--	--	25	0	8	--	--
3. 2 to 3 months	5	9	20	4	4	9	--	--	0	7	8	--	--
4. 4 to 6 months	3	7	7	1	4	3	--	--	0	0	12	--	--
5. 7 to 8 months	1	2	4	0	0	2	--	--	0	0	0	--	--
6. 9 to 11 months	0	2	0	0	0	0	--	--	0	0	0	--	--
7. 12 months or more	0	0	2	0	0	1	--	--	0	0	4	--	--
(N)	(96)	(46)	(56)	(81)	(48)	(86)			(8)	(14)	(26)		
14. In which of the aircraft types listed below are you qualified? Check as many blanks as apply.													
1. I am not a rated aviator	--	--	--	--	--	--	--	3	--	--	--	--	25
2. Reciprocating engine R/W aircraft	--	--	--	--	--	--	--	94	--	--	--	--	75
3. UH-1 series helicopters	--	--	--	--	--	--	--	96	--	--	--	--	75
4. Turbine engine R/W aircraft other than UH-1's	--	--	--	--	--	--	--	13	--	--	--	--	17
5. Single engine F/W aircraft	--	--	--	--	--	--	--	44	--	--	--	--	50
6. Multi-engine F/W aircraft	--	--	--	--	--	--	--	17	--	--	--	--	25
(N)								(71)					(12)
1. I am not a rated aviator	--	--	--	--	--	--	--	12	--	--	--	--	33
2. Reciprocating engine R/W aircraft	--	--	--	--	--	--	--	80	--	--	--	--	56
3. UH-1 series helicopters	--	--	--	--	--	--	--	84	--	--	--	--	56
4. Turbine engine R/W aircraft other than UH-1's	--	--	--	--	--	--	--	12	--	--	--	--	15
5. Single engine F/W aircraft	--	--	--	--	--	--	--	35	--	--	--	--	33
6. Multi-engine F/W aircraft	--	--	--	--	--	--	--	17	--	--	--	--	19
(N)								(81)					(27)

School and Unit Training

School and Unit Training

Questionnaire Item	Organizational Personnel								DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
1. How did you receive your UH-1 maintenance training? Check as many blanks as apply.														
1. Completed 67N20 course at Rucker	62	63	67	78	75	63	--	--	67	49	58	--	--	
2. Completed 67N20 course at Eustis	30	26	23	14	16	25	--	--	17	43	11	--	--	
3. Completed 67A10 course and OJT	8	6	15	6	7	13	--	--	17	9	5	--	--	
4. Started 67N20 course but did not graduate	0	1	0	0	0	0	--	--	6	0	0	--	--	
5. Field training (AMMTAP, NETT, etc.)	3	7	9	10	10	16	--	--	11	14	21	--	--	
6. Another maint. MOS (not 67A10) and UH-1 OJT	3	5	5	4	4	8	--	--	0	0	21	--	--	
7. OJT training only	0	2	2	0	3	2	--	--	6	6	5	--	--	
8. Other (N)	1	2	3	0	3	2	--	--	0	0	0	--	--	
	(109)	(189)	(66)	(50)	(178)	(104)			(18)	(35)	(19)			
1. Completed 67N20 course at Rucker	35	50	46	47	60	51	--	--	38	53	42	--	--	
2. Completed 67N20 course at Eustis	55	35	19	48	31	28	--	--	25	33	19	--	--	
3. Completed 67A10 course and OJT	6	4	19	1	8	10	--	--	25	0	8	--	--	
4. Started 67N20 course but did not graduate	0	0	0	0	0	0	--	--	0	0	4	--	--	
5. Field training (AMMTAP, NETT, etc.)	6	2	12	16	17	21	--	--	0	0	31	--	--	
6. Another maint. MOS (not 67A10) and UH-1 OJT	3	4	14	4	6	9	--	--	13	7	15	--	--	
7. OJT training only	3	7	5	1	0	6	--	--	0	7	12	--	--	
8. Other (N)	1	0	5	0	2	1	--	--	13	0	4	--	--	
	(100)	(46)	(57)	(81)	(48)	(87)			(8)	(15)	(26)			
2. Which of the following courses have you completed at Fort Rucker or Fort Eustis (at any military or factory service school)? Check as many blanks as apply.														
1. A/C maintenance crewman course	59	61	70	78	75	69	37	--	78	72	61	41	--	
2. OH-13, OH-23 course	4	4	11	2	7	18	57	--	0	0	17	57	--	
3. UH-1 course	92	91	89	91	92	90	57	--	78	91	72	57	--	
4. UH-19, CH-34 course	3	2	2	0	2	6	43	--	0	0	6	52	--	
5. CH-21 course	0	1	0	2	0	1	11	--	6	0	11	17	--	
6. H-21, H-25 course	0	0	0	0	0	0	1	--	0	0	0	7	--	
7. CH-37 course	0	0	2	0	1	0	8	--	0	0	6	17	--	
8. CH-47 course	1	4	0	0	2	4	9	--	0	16	6	13	--	
9. OH-6A course (LOH, Cayuse)	0	1	2	0	1	1	2	--	0	3	0	9	--	
10. AH-1G course (Cobra)	1	0	0	7	0	1	2	--	0	0	0	0	--	
11. CH-54 course (Sky Crane)	0	0	0	0	1	0	1	--	0	0	0	7	--	
12. F/W aircraft course (any type)	1	4	2	4	4	2	20	--	0	3	6	22	--	
13. A/C component repair apprentice course	0	1	2	2	1	0	1	--	0	0	0	0	--	
14. A/C engine repair course	0	1	3	0	1	2	17	--	0	0	0	24	--	
15. A/C powertrain repair course	0	0	3	0	0	0	3	--	0	0	0	7	--	
16. A/C rotor and propeller repair course	0	0	2	0	0	0	2	--	0	0	0	2	--	
17. A/C electrician course	0	1	2	0	0	0	2	--	0	0	0	0	--	
18. A/C airframe repair course	0	0	2	0	0	1	7	--	0	0	6	4	--	
19. A/C hydraulic repair course	0	0	3	0	0	0	2	--	0	0	0	0	--	
20. A/C instrument repair course	0	0	0	0	0	0	2	--	0	0	0	0	--	
21. A/C supervisor course	0	0	0	0	0	0	11	--	0	0	0	24	--	
22. A/C technical inspector course	0	0	0	0	0	0	28	--	0	0	0	46	--	
23. None of these (N)	0	1	0	0	0	1	7	--	0	0	0	11	--	
	(106)	(183)	(64)	(45)	(165)	(97)	(122)		(18)	(32)	(18)	(46)		
1. A/C maintenance crewman course	30	51	55	42	64	62	40	--	80	57	52	37	--	
2. OH-13, OH-23 course	0	5	33	3	6	23	53	--	20	21	38	62	--	
3. UH-1 course	92	88	71	95	89	82	44	--	60	93	71	52	--	
4. UH-19, CH-34 course	0	0	12	3	0	6	37	--	0	0	10	51	--	
5. CH-21 course	0	0	2	1	2	4	9	--	0	7	0	10	--	
6. H-21, H-25 course	0	0	0	0	0	0	4	--	20	0	5	7	--	
7. CH-37 course	1	0	0	0	0	0	12	--	0	0	0	10	--	
8. CH-47 course	2	0	4	4	6	8	13	--	0	0	14	15	--	
9. OH-6A course (LOH, Cayuse)	1	2	0	0	0	0	5	--	0	0	0	3	--	
10. AH-1G course (Cobra)	3	2	0	4	2	0	2	--	20	0	0	0	--	
11. CH-54 course (Sky Crane)	0	0	0	0	0	0	3	--	0	0	0	1	--	
12. F/W aircraft course (any type)	2	5	2	0	4	7	23	--	0	0	5	23	--	
13. A/C component repair apprentice course	0	0	2	0	0	0	7	--	0	0	0	11	--	
14. A/C engine repair course	0	0	2	0	0	0	26	--	0	0	0	32	--	
15. A/C powertrain repair course	1	0	2	0	0	0	5	--	0	0	0	4	--	
16. A/C rotor and propeller repair course	0	0	2	0	2	0	6	--	0	0	0	4	--	
17. A/C electrician course	0	0	0	0	0	0	3	--	0	0	0	1	--	
18. A/C airframe repair course	2	0	0	0	2	0	8	--	0	7	0	5	--	
19. A/C hydraulic repair course	1	0	0	0	0	0	5	--	0	0	0	4	--	
20. A/C instrument repair course	0	0	0	0	0	0	0	--	0	0	0	1	--	
21. A/C supervisor course	0	0	0	0	0	0	18	--	0	0	0	22	--	
22. A/C technical inspector course	0	0	0	0	0	1	32	--	0	0	0	30	--	
23. None of these (N)	0	0	4	0	0	1	13	--	0	0	0	12	--	
	(88)	(41)	(49)	(78)	(47)	(84)	(119)		(5)	(14)	(21)	(73)		

Questionnaire Item	Organizational Personnel									DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.		Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+				0-6	6-12	13+			
3. How did you receive your UH-1 maintenance training? Check as many blanks as apply.															
1. Completed 67N20 course at Rucker	--	--	--	--	--	--	32	--		--	--	--	12	--	
2. Completed 67N20 course at Eustis	--	--	--	--	--	--	23	--		--	--	--	27	--	
3. Completed UH-1 training in another service	--	--	--	--	--	--	3	--		--	--	--	4	--	
4. Completed 67A10 course and OJT	--	--	--	--	--	--	5	--		--	--	--	10	--	
5. Started 67N20 course but did not graduate	--	--	--	--	--	--	1	--		--	--	--	0	--	
6. Training at Bell and/or Lycoming factory	--	--	--	--	--	--	10	--		--	--	--	17	--	
7. Field training (AMMTAP, NETT, etc.)	--	--	--	--	--	--	42	--		--	--	--	59	--	
8. Another maint. MOS (not 67A10) and UH-1 OJT	--	--	--	--	--	--	26	--		--	--	--	33	--	
9. OJT training only	--	--	--	--	--	--	10	--		--	--	--	6	--	
10. Other (N)	--	--	--	--	--	--	9	--		--	--	--	12	--	
							(129)						(49)		
1. Completed 67N20 course at Rucker	--	--	--	--	--	--	24	--		--	--	--	15	--	
2. Completed 67N20 course at Eustis	--	--	--	--	--	--	17	--		--	--	--	32	--	
3. Completed UH-1 training in another service	--	--	--	--	--	--	7	--		--	--	--	0	--	
4. Completed 67A10 course and OJT	--	--	--	--	--	--	12	--		--	--	--	3	--	
5. Started 67N20 course but did not graduate	--	--	--	--	--	--	0	--		--	--	--	0	--	
6. Training at Bell and/or Lycoming factory	--	--	--	--	--	--	12	--		--	--	--	5	--	
7. Field training (AMMTAP, NETT, etc.)	--	--	--	--	--	--	52	--		--	--	--	52	--	
8. Another maint. MOS (not 67A10) and UH-1 OJT	--	--	--	--	--	--	31	--		--	--	--	30	--	
9. OJT training only	--	--	--	--	--	--	16	--		--	--	--	19	--	
10. Other (N)	--	--	--	--	--	--	5	--		--	--	--	6	--	
							(121)						(79)		
4. From which of the following sources have you received aviation maintenance training? Check as many blanks as apply.															
1. AMOC	--	--	--	--	--	--	--	69		--	--	--	--	50	
2. AMMTAP and/or NETT	--	--	--	--	--	--	--	27		--	--	--	--	67	
3. Other services	--	--	--	--	--	--	--	6		--	--	--	--	25	
4. Civilian training	--	--	--	--	--	--	--	15		--	--	--	--	42	
5. OJT	--	--	--	--	--	--	--	59		--	--	--	--	58	
6. Other (N)	--	--	--	--	--	--	--	21		--	--	--	--	42	
								(71)						(12)	
1. AMOC	--	--	--	--	--	--	--	23		--	--	--	--	65	
2. AMMTAP and/or NETT	--	--	--	--	--	--	--	35		--	--	--	--	31	
3. Other services	--	--	--	--	--	--	--	14		--	--	--	--	19	
4. Civilian training	--	--	--	--	--	--	--	16		--	--	--	--	27	
5. OJT	--	--	--	--	--	--	--	90		--	--	--	--	69	
6. Other (N)	--	--	--	--	--	--	--	21		--	--	--	--	15	
								(77)						(26)	
5. What was your class standing in the Army Service School UH-1 maintenance course that you completed?															
1. Upper one third	54	51	42	62	68	66	--	--		67	69	46	--	--	
2. Middle one third	36	41	52	29	28	30	--	--		27	28	46	--	--	
3. Lower one third (N)	10	8	7	9	4	3	--	--		7	3	8	--	--	
	(99)	(172)	(60)	(45)	(165)	(92)				(15)	(32)	(13)			
1. Upper one third	52	63	39	69	64	60	--	--		60	77	69	--	--	
2. Middle one third	42	35	53	26	32	30	--	--		40	23	25	--	--	
3. Lower one third (N)	7	3	6	5	5	10	--	--		0	0	6	--	--	
	(89)	(40)	(38)	(74)	(44)	(70)				(5)	(13)	(16)			
6. Were you recycled in your Army Service School UH-1 maintenance course?															
1. No	94	99	98	99	98	97	--	--		93	99	99	--	--	
2. Yes, once	6	1	2	0	2	3	--	--		7	0	0	--	--	
3. Yes, twice	0	0	0	0	0	0	--	--		0	0	0	--	--	
4. Yes, three times	0	0	0	0	0	0	--	--		0	0	0	--	--	
5. Yes, more than three times (N)	0	0	0	0	0	0	--	--		0	0	0	--	--	
	(99)	(172)	(60)	(45)	(165)	(92)				(15)	(32)	(13)			
1. No	99	99	99	97	99	96	--	--		99	99	99	--	--	
2. Yes, once	1	0	0	3	0	3	--	--		0	0	0	--	--	
3. Yes, twice	0	0	0	0	0	1	--	--		0	0	0	--	--	
4. Yes, three times	0	0	0	0	0	0	--	--		0	0	0	--	--	
5. Yes, more than three times (N)	0	0	0	0	0	0	--	--		0	0	0	--	--	
	(89)	(40)	(38)	(76)	(44)	(70)				(5)	(13)	(16)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
7. Rate the overall quality of the Army Service School UH-1 maintenance course you completed.													
1. Poor	8	8	7	4	5	4	--	--	0	13	15	--	--
2. Fair	34	28	33	41	26	27	--	--	33	22	31	--	--
3. Good	32	45	42	39	43	45	--	--	40	44	31	--	--
4. Very good	23	18	15	15	24	18	--	--	27	19	23	--	--
5. Excellent	3	1	3	0	3	5	--	--	0	3	0	--	--
(N)	(100)	(172)	(160)	(46)	(164)	(92)			(15)	(32)	(13)		
1. Poor	8	5	11	9	5	11	--	--	0	8	6	--	--
2. Fair	31	40	24	32	36	41	--	--	40	23	44	--	--
3. Good	41	38	38	40	34	27	--	--	40	38	38	--	--
4. Very good	16	13	22	17	14	17	--	--	20	31	13	--	--
5. Excellent	4	5	5	1	11	3	--	--	0	0	0	--	--
(N)	(91)	(40)	(37)	(75)	(44)	(70)			(5)	(13)	(16)		
8. How much of your Army Service School UH-1 training do you use in your present assignment?													
1. Almost all of it	55	46	68	43	49	43	--	--	40	50	54	--	--
2. Some of it	36	43	23	41	41	48	--	--	47	44	38	--	--
3. Little of it	7	10	7	11	8	7	--	--	13	6	8	--	--
4. Practically none of it	2	2	2	4	2	2	--	--	0	0	0	--	--
(N)	(100)	(171)	(160)	(46)	(165)	(92)			(15)	(32)	(13)		
1. Almost all of it	43	45	54	45	50	51	--	--	80	54	25	--	--
2. Some of it	45	45	35	38	39	36	--	--	20	23	63	--	--
3. Little of it	8	10	8	16	9	12	--	--	0	15	0	--	--
4. Practically none of it	4	0	3	1	2	1	--	--	0	8	13	--	--
(N)	(91)	(40)	(37)	(76)	(44)	(69)			(5)	(13)	(16)		
9. Was the training you received in your Army Service School UH-1 maintenance course adequate for preparing you to perform maintenance under working conditions typically found in the field?													
1. Yes, very adequate	9	8	8	9	5	5	--	--	7	6	8	--	--
2. Yes, fairly adequate	55	55	40	49	54	50	--	--	53	50	38	--	--
3. No, rather inadequate	28	26	33	38	31	37	--	--	40	41	46	--	--
4. No, very inadequate	8	11	18	4	9	8	--	--	0	3	8	--	--
(N)	(99)	(172)	(160)	(45)	(164)	(92)			(15)	(32)	(13)		
1. Yes, very adequate	15	8	5	8	18	6	--	--	20	15	13	--	--
2. Yes, fairly adequate	45	56	45	55	45	43	--	--	40	62	38	--	--
3. No, rather inadequate	31	28	32	28	25	34	--	--	40	8	44	--	--
4. No, very inadequate	9	8	18	9	11	17	--	--	0	15	6	--	--
(N)	(89)	(39)	(38)	(76)	(44)	(70)			(5)	(13)	(16)		
10. How do you rate the overall training given in the Army Service School UH-1 maintenance course for meeting the UH-1 maintenance requirements of your unit?													
1. Poor	--	--	--	--	--	--	21	18	--	--	--	14	0
2. Fair	--	--	--	--	--	--	34	40	--	--	--	41	36
3. Good	--	--	--	--	--	--	31	29	--	--	--	35	55
4. Very good	--	--	--	--	--	--	13	12	--	--	--	10	9
5. Excellent	--	--	--	--	--	--	2	0	--	--	--	0	0
(N)							(128)	(65)				(49)	(11)
1. Poor	--	--	--	--	--	--	17	3	--	--	--	14	0
2. Fair	--	--	--	--	--	--	32	44	--	--	--	29	40
3. Good	--	--	--	--	--	--	35	33	--	--	--	35	40
4. Very good	--	--	--	--	--	--	14	17	--	--	--	19	10
5. Excellent	--	--	--	--	--	--	3	3	--	--	--	3	10
(N)							(117)	(64)				(79)	(20)

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
11. In terms of job proficiency, how do non-school trained personnel compare with school-trained personnel in performing UH-1 maintenance in your unit?														
1. Very much inferior	--	--	--	--	--	--	--	13	--	--	--	--	--	11
2. Somewhat inferior	--	--	--	--	--	--	--	40	--	--	--	--	--	33
3. About the same	--	--	--	--	--	--	--	42	--	--	--	--	--	56
4. Somewhat superior	--	--	--	--	--	--	--	5	--	--	--	--	--	0
5. Very much superior	--	--	--	--	--	--	--	0	--	--	--	--	--	0
(N)								(62)						(9)
1. Very much inferior	--	--	--	--	--	--	--	10	--	--	--	--	--	20
2. Somewhat inferior	--	--	--	--	--	--	--	50	--	--	--	--	--	50
3. About the same	--	--	--	--	--	--	--	34	--	--	--	--	--	25
4. Somewhat superior	--	--	--	--	--	--	--	5	--	--	--	--	--	5
5. Very much superior	--	--	--	--	--	--	--	0	--	--	--	--	--	0
(N)								(58)						(20)
12. In your opinion, is there a need for greater definition of the 67N20 training responsibility delegated to the Army Service School and that delegated to the using unit?														
1. Far greater definition needed	--	--	--	--	--	--	--	24	--	--	--	--	--	18
2. Greater definition needed	--	--	--	--	--	--	--	56	--	--	--	--	--	27
3. The present definition is acceptable	--	--	--	--	--	--	--	20	--	--	--	--	--	55
(N)								(66)						(11)
1. Far greater definition needed	--	--	--	--	--	--	--	19	--	--	--	--	--	5
2. Greater definition needed	--	--	--	--	--	--	--	47	--	--	--	--	--	57
3. The present definition is acceptable	--	--	--	--	--	--	--	34	--	--	--	--	--	38
(N)								(70)						(21)
13. In your opinion, is the training given in Army Service School UH-1 maintenance courses adequate for preparing 67N20's to perform maintenance under working conditions typically found in your unit?														
1. Yes, very adequate	--	--	--	--	--	--	--	2	--	--	--	--	--	0
2. Yes, fairly adequate	--	--	--	--	--	--	--	42	--	--	--	--	--	55
3. No, rather inadequate	--	--	--	--	--	--	--	42	--	--	--	--	--	45
4. No, very inadequate	--	--	--	--	--	--	--	14	--	--	--	--	--	0
(N)								(66)						(11)
1. Yes, very adequate	--	--	--	--	--	--	--	13	--	--	--	--	--	10
2. Yes, fairly adequate	--	--	--	--	--	--	--	44	--	--	--	--	--	60
3. No, rather inadequate	--	--	--	--	--	--	--	35	--	--	--	--	--	25
4. No, very inadequate	--	--	--	--	--	--	--	8	--	--	--	--	--	5
(N)								(63)						(20)
14. Was the training you received in your Army Service School UH-1 maintenance course adequate to enable you to properly use UH-1 TM's?														
1. Yes, very adequate	17	18	22	31	24	23	--	--	20	13	0	--	--	
2. Yes, fairly adequate	62	62	60	58	59	58	--	--	73	59	85	--	--	
3. No, rather inadequate	16	15	10	7	16	17	--	--	7	25	15	--	--	
4. No, very inadequate	5	5	8	4	1	2	--	--	0	3	0	--	--	
(N)	99	(172)	(60)	(45)	(165)	(92)			(15)	(32)	(13)			
1. Yes, very adequate	27	25	26	25	30	23	--	--	20	15	19	--	--	
2. Yes, fairly adequate	57	53	45	59	61	47	--	--	80	69	63	--	--	
3. No, rather inadequate	13	15	26	13	5	24	--	--	0	15	13	--	--	
4. No, very inadequate	3	8	3	3	5	6	--	--	0	0	6	--	--	
(N)	90	(40)	(38)	(76)	(44)	(70)			(5)	(13)	(16)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
15. Is the training given in Army Service School UH-1 maintenance courses adequate to enable 67N20's to properly use UH-1 series TM's?														
1. Yes, very adequate	--	--	--	--	--	--	--	8	--	--	--	--	9	
2. Yes, fairly adequate	--	--	--	--	--	--	--	47	--	--	--	--	73	
3. No, rather inadequate	--	--	--	--	--	--	--	36	--	--	--	--	18	
4. No, very inadequate	--	--	--	--	--	--	--	9	--	--	--	--	0	
(N)								(64)					(11)	
1. Yes, very adequate	--	--	--	--	--	--	--	14	--	--	--	--	14	
2. Yes, fairly adequate	--	--	--	--	--	--	--	69	--	--	--	--	57	
3. No, rather inadequate	--	--	--	--	--	--	--	15	--	--	--	--	29	
4. No, very inadequate	--	--	--	--	--	--	--	2	--	--	--	--	0	
(N)								(65)					(21)	
16. Rate the quality of training that you received in the Army Service School UH-1 maintenance course for using the forms listed below.														
a. Parts Requisition, DA Form 9-79														
1. Poor	15	14	12	15	18	7	--	--	7	19	8	--	--	
2. Fair	32	29	23	20	29	22	--	--	27	28	8	--	--	
3. Good	20	22	30	17	26	30	--	--	27	19	15	--	--	
4. Very good	10	7	10	15	10	16	--	--	0	9	23	--	--	
5. Excellent	6	9	10	2	6	7	--	--	20	3	8	--	--	
6. No training received	16	19	15	30	11	19	--	--	20	22	38	--	--	
(N)	99	(171)	(60)	(46)	(164)	(91)			(15)	(32)	(13)			
1. Poor	16	26	8	23	7	19	--	--	40	8	25	--	--	
2. Fair	30	18	18	25	32	24	--	--	20	31	31	--	--	
3. Good	19	26	29	20	14	15	--	--	20	31	13	--	--	
4. Very good	8	8	13	5	5	13	--	--	20	15	6	--	--	
5. Excellent	2	10	3	5	16	4	--	--	0	0	13	--	--	
6. No training received	27	13	29	21	27	25	--	--	0	15	13	--	--	
(N)	90	(39)	(38)	(75)	(44)	(64)			(5)	(13)	(16)			
b. Exchange Tag, DA Form 2402														
1. Poor	10	16	12	15	26	11	--	--	7	13	15	--	--	
2. Fair	42	23	23	24	30	33	--	--	27	28	15	--	--	
3. Good	20	27	28	24	17	23	--	--	27	25	8	--	--	
4. Very good	8	7	17	11	9	13	--	--	7	9	8	--	--	
5. Excellent	4	8	10	2	5	8	--	--	13	0	8	--	--	
6. No training received	15	18	10	24	13	11	--	--	20	25	46	--	--	
(N)	99	(171)	(60)	(46)	(164)	(90)			(15)	(32)	(13)			
1. Poor	20	26	11	29	9	28	--	--	40	15	31	--	--	
2. Fair	28	18	21	27	36	22	--	--	20	38	19	--	--	
3. Good	28	26	26	15	14	16	--	--	20	31	19	--	--	
4. Very good	9	8	24	7	5	10	--	--	20	0	0	--	--	
5. Excellent	3	8	3	4	11	4	--	--	0	0	25	--	--	
6. No training received	12	15	16	19	25	19	--	--	0	15	6	--	--	
(N)	90	(39)	(38)	(75)	(44)	(68)			(5)	(13)	(16)			
c. Equipment Inspection and Maintenance Worksheet, DA Form 2404														
1. Poor	10	8	10	7	11	4	--	--	7	9	8	--	--	
2. Fair	31	23	18	24	23	18	--	--	20	31	23	--	--	
3. Good	28	32	32	24	33	40	--	--	40	34	31	--	--	
4. Very good	18	15	20	28	17	23	--	--	0	13	31	--	--	
5. Excellent	8	16	17	11	14	12	--	--	33	13	8	--	--	
6. No training received	4	6	3	7	1	3	--	--	0	0	0	--	--	
(N)	99	(169)	(60)	(46)	(163)	(91)			(15)	(32)	(13)			
1. Poor	9	15	8	15	11	10	--	--	0	8	19	--	--	
2. Fair	29	18	16	33	39	35	--	--	20	15	25	--	--	
3. Good	40	26	32	28	25	23	--	--	40	46	19	--	--	
4. Very good	13	23	21	19	11	17	--	--	40	31	6	--	--	
5. Excellent	7	13	24	4	14	13	--	--	0	0	31	--	--	
6. No training received	2	5	0	1	0	1	--	--	0	0	0	--	--	
(N)	90	(39)	(38)	(75)	(44)	(69)			(5)	(13)	(16)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
d. Equipment Maintenance Record, DA Form 2408-3													
1. Poor	13	18	12	13	12	9	--	--	14	16	0	--	--
2. Fair	36	24	23	30	29	23	--	--	29	31	31	--	--
3. Good	24	26	33	26	32	32	--	--	36	22	31	--	--
4. Very good	15	14	12	22	15	18	--	--	0	19	15	--	--
5. Excellent	4	8	17	7	10	14	--	--	7	3	0	--	--
6. No training received (N)	7	11	3	2	2	4	--	--	14	9	23	--	--
	(98)	(170)	(60)	(46)	(163)	(91)			(14)	(32)	(13)		
1. Poor	18	15	11	20	7	12	--	--	0	15	13	--	--
2. Fair	30	23	24	28	39	32	--	--	40	15	31	--	--
3. Good	33	23	29	31	25	28	--	--	60	46	25	--	--
4. Very good	12	15	18	17	11	16	--	--	0	23	13	--	--
5. Excellent	4	10	13	1	18	9	--	--	0	0	19	--	--
6. No training received (N)	2	13	5	3	0	3	--	--	0	0	0	--	--
	(90)	(39)	(38)	(75)	(44)	(68)			(5)	(13)	(16)		
e. Weapon Record Data, DA Form 2408-4													
1. Poor	20	20	20	20	20	19	--	--	13	22	8	--	--
2. Fair	19	18	22	20	24	21	--	--	13	13	8	--	--
3. Good	11	11	5	9	12	8	--	--	27	3	8	--	--
4. Very good	4	4	3	7	2	12	--	--	0	9	0	--	--
5. Excellent	1	2	3	2	3	3	--	--	0	3	0	--	--
6. No training received (N)	44	44	47	43	40	37	--	--	47	50	77	--	--
	(99)	(171)	(60)	(46)	(164)	(90)			(15)	(32)	(13)		
1. Poor	23	15	11	24	11	31	--	--	40	8	31	--	--
2. Fair	21	21	24	25	20	16	--	--	40	8	6	--	--
3. Good	11	13	5	4	5	7	--	--	20	23	6	--	--
4. Very good	4	5	13	3	5	3	--	--	0	8	13	--	--
5. Excellent	1	3	3	3	7	1	--	--	0	0	0	--	--
6. No training received (N)	39	44	45	41	52	41	--	--	0	54	44	--	--
	(90)	(39)	(38)	(75)	(44)	(68)			(5)	(13)	(16)		
f. Modification Record, DA Form 2408-5													
1. Poor	20	20	15	17	22	14	--	--	13	25	15	--	--
2. Fair	34	24	28	35	34	27	--	--	13	28	23	--	--
3. Good	20	24	20	24	19	21	--	--	53	13	38	--	--
4. Very good	12	8	15	7	5	14	--	--	0	9	0	--	--
5. Excellent	3	6	7	0	6	5	--	--	0	3	0	--	--
6. No training received (N)	10	18	15	17	14	18	--	--	20	22	23	--	--
	(99)	(170)	(60)	(46)	(161)	(91)			(15)	(32)	(13)		
1. Poor	16	26	24	23	11	29	--	--	20	15	31	--	--
2. Fair	36	18	21	33	27	26	--	--	40	15	25	--	--
3. Good	24	24	21	21	23	20	--	--	20	31	6	--	--
4. Very good	9	5	18	8	9	4	--	--	20	23	25	--	--
5. Excellent	3	8	0	3	9	3	--	--	0	0	6	--	--
6. No training received (N)	12	18	16	12	20	17	--	--	0	15	6	--	--
	(90)	(38)	(38)	(75)	(44)	(69)			(5)	(13)	(16)		
g. Aviators Flight Record, DA Form 2408-12													
1. Poor	11	11	8	9	8	5	--	--	7	9	8	--	--
2. Fair	22	21	22	20	10	12	--	--	27	34	15	--	--
3. Good	33	31	32	13	30	24	--	--	33	28	15	--	--
4. Very good	14	16	23	28	23	23	--	--	7	13	38	--	--
5. Excellent	10	14	12	22	26	30	--	--	13	9	15	--	--
6. No training received (N)	9	5	3	9	3	5	--	--	13	3	8	--	--
	(99)	(171)	(60)	(46)	(164)	(91)			(15)	(32)	(13)		
1. Poor	7	10	3	8	7	12	--	--	0	8	19	--	--
2. Fair	14	13	13	17	20	19	--	--	0	31	13	--	--
3. Good	46	26	18	27	27	25	--	--	40	23	25	--	--
4. Very good	20	13	26	24	14	16	--	--	40	31	13	--	--
5. Excellent	10	31	32	20	30	23	--	--	20	8	31	--	--
6. No training received (N)	3	8	8	4	2	6	--	--	0	0	0	--	--
	(90)	(39)	(38)	(75)	(44)	(69)			(5)	(13)	(16)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
h. Inspection and Maintenance Record, DA Form 2408-13														
1. Poor	10	6	8	7	5	4	--	--	7	6	23	--	--	
2. Fair	20	21	15	17	12	14	--	--	33	31	8	--	--	
3. Good	34	35	38	24	32	24	--	--	20	38	15	--	--	
4. Very good	24	20	20	26	26	25	--	--	7	19	15	--	--	
5. Excellent	9	15	15	22	24	31	--	--	20	6	23	--	--	
6. No training received (N)	2	2	3	4	1	1	--	--	13	0	15	--	--	
	(99)	(171)	(60)	(46)	(164)	(91)			(15)	(32)	(13)			
1. Poor	7	10	5	7	2	7	--	--	0	0	13	--	--	
2. Fair	14	8	18	19	21	19	--	--	0	15	19	--	--	
3. Good	39	31	16	21	23	20	--	--	20	54	25	--	--	
4. Very good	24	23	26	28	23	25	--	--	40	23	13	--	--	
5. Excellent	14	28	32	25	30	29	--	--	20	8	31	--	--	
6. No training received (N)	1	0	3	0	0	0	--	--	0	0	0	--	--	
	(90)	(39)	(38)	(75)	(43)	(69)			(5)	(13)	(16)			
i. Uncorrected Fault Record, DA Form 2408-14														
1. Poor	9	12	8	9	7	7	--	--	20	22	8	--	--	
2. Fair	32	22	23	26	20	19	--	--	20	19	15	--	--	
3. Good	26	35	30	22	29	30	--	--	20	19	15	--	--	
4. Very good	16	15	22	24	23	23	--	--	13	28	15	--	--	
5. Excellent	7	11	10	13	21	21	--	--	7	3	23	--	--	
6. No training received (N)	9	5	7	7	1	1	--	--	20	9	23	--	--	
	(99)	(171)	(60)	(46)	(163)	(91)			(15)	(32)	(13)			
1. Poor	12	13	5	7	2	13	--	--	0	0	19	--	--	
2. Fair	25	15	21	27	30	18	--	--	0	31	19	--	--	
3. Good	31	28	16	23	23	22	--	--	40	54	13	--	--	
4. Very good	16	13	32	24	20	22	--	--	60	8	13	--	--	
5. Excellent	10	26	21	16	23	24	--	--	0	8	31	--	--	
6. No training received (N)	8	5	5	4	2	1	--	--	0	0	6	--	--	
	(89)	(39)	(38)	(75)	(44)	(68)			(5)	(13)	(16)			
j. Inventory Record, DA Form 2408-17														
1. Poor	16	20	13	20	17	12	--	--	13	19	0	--	--	
2. Fair	35	25	28	37	30	24	--	--	27	31	15	--	--	
3. Good	16	25	28	22	25	23	--	--	27	13	15	--	--	
4. Very good	7	8	8	9	9	16	--	--	7	9	15	--	--	
5. Excellent	4	5	8	2	11	12	--	--	0	3	8	--	--	
6. No training received (N)	21	16	13	11	8	12	--	--	27	25	46	--	--	
	(99)	(171)	(60)	(46)	(164)	(91)			(15)	(32)	(13)			
1. Poor	12	23	21	16	7	22	--	--	40	23	31	--	--	
2. Fair	38	21	18	35	36	26	--	--	40	15	25	--	--	
3. Good	27	23	29	24	31	22	--	--	20	38	19	--	--	
4. Very good	8	13	18	12	7	17	--	--	0	8	19	--	--	
5. Excellent	7	8	8	5	12	6	--	--	0	8	6	--	--	
6. No training received (N)	9	13	5	8	7	7	--	--	0	8	0	--	--	
	(90)	(39)	(38)	(75)	(42)	(69)			(5)	(13)	(16)			
k. Inspection List, DA Form 2408-18														
1. Poor	12	15	12	18	13	10	--	--	20	16	8	--	--	
2. Fair	29	25	27	31	27	18	--	--	27	28	15	--	--	
3. Good	18	25	40	20	29	24	--	--	27	25	23	--	--	
4. Very good	16	13	5	18	11	22	--	--	7	9	15	--	--	
5. Excellent	9	8	10	9	13	16	--	--	0	3	15	--	--	
6. No training received (N)	15	13	7	4	7	10	--	--	20	19	23	--	--	
	(99)	(171)	(60)	(45)	(164)	(91)			(15)	(32)	(13)			
1. Poor	10	23	18	17	9	29	--	--	20	23	13	--	--	
2. Fair	31	8	18	33	33	22	--	--	0	23	31	--	--	
3. Good	29	28	24	31	33	14	--	--	60	31	19	--	--	
4. Very good	17	21	16	8	7	20	--	--	0	8	19	--	--	
5. Excellent	7	13	16	8	14	6	--	--	0	8	13	--	--	
6. No training received (N)	7	8	8	3	5	9	--	--	20	8	6	--	--	
	(90)	(39)	(38)	(75)	(43)	(69)			(5)	(13)	(16)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
1. Component Removal and Repair/Overhaul Record, DA Form 2410													
1. Poor	15	12	8	20	17	10	--	--	7	10	15	--	--
2. Fair	29	21	25	37	31	31	--	--	33	32	15	--	--
3. Good	25	35	33	15	27	29	--	--	20	29	23	--	--
4. Very good	13	15	17	13	12	19	--	--	27	13	38	--	--
5. Excellent	7	11	8	4	7	7	--	--	13	13	0	--	--
6. No training received (N)	10	6	8	11	6	5	--	--	0	3	0	--	--
	(99)	(169)	(60)	(46)	(163)	(91)			(15)	(31)	(13)		
2. Fair													
1. Poor	16	15	18	16	12	28	--	--	0	23	44	--	--
2. Fair	22	21	32	39	30	25	--	--	20	8	25	--	--
3. Good	31	28	24	23	26	19	--	--	20	46	6	--	--
4. Very good	11	10	18	12	14	12	--	--	60	15	6	--	--
5. Excellent	9	13	5	3	12	9	--	--	0	4	19	--	--
6. No training received (N)	11	13	3	8	7	9	--	--	0	0	0	--	--
	(90)	(39)	(38)	(75)	(43)	(69)			(5)	(13)	(16)		
m. Basic Weight Check List, DD Form 365A													
1. Poor	21	23	22	13	26	16	--	--	27	28	31	--	--
2. Fair	40	26	35	40	31	26	--	--	13	38	8	--	--
3. Good	12	23	13	22	22	24	--	--	40	6	15	--	--
4. Very good	9	9	5	9	10	9	--	--	0	6	0	--	--
5. Excellent	7	5	7	2	2	5	--	--	7	3	0	--	--
6. No training received (N)	10	14	18	13	9	19	--	--	13	19	46	--	--
	(99)	(171)	(60)	(45)	(164)	(91)			(15)	(32)	(13)		
2. Fair													
1. Poor	22	26	24	31	21	32	--	--	40	31	50	--	--
2. Fair	26	15	32	36	37	26	--	--	20	15	19	--	--
3. Good	32	26	16	15	16	9	--	--	20	15	0	--	--
4. Very good	7	8	8	9	5	6	--	--	20	15	19	--	--
5. Excellent	8	8	5	3	9	1	--	--	0	0	0	--	--
6. No training received (N)	6	18	16	7	12	25	--	--	0	23	13	--	--
	(90)	(39)	(38)	(75)	(43)	(69)			(5)	(13)	(16)		
n. Basic Weight and Balance Record, DD Form 365C													
1. Poor	20	24	23	11	28	19	--	--	27	34	31	--	--
2. Fair	37	26	33	39	30	22	--	--	7	31	8	--	--
3. Good	17	23	13	24	21	27	--	--	47	3	15	--	--
4. Very good	9	8	3	11	8	7	--	--	0	13	0	--	--
5. Excellent	7	5	5	2	4	8	--	--	7	3	0	--	--
6. No training received (N)	9	14	22	13	9	18	--	--	13	16	46	--	--
	(99)	(171)	(60)	(46)	(164)	(91)			(15)	(32)	(13)		
2. Fair													
1. Poor	18	21	26	31	21	32	--	--	40	15	50	--	--
2. Fair	28	18	32	33	37	32	--	--	20	23	19	--	--
3. Good	31	24	13	15	19	6	--	--	20	23	6	--	--
4. Very good	9	8	8	11	5	6	--	--	20	4	13	--	--
5. Excellent	7	8	5	3	9	1	--	--	0	8	0	--	--
6. No training received (N)	8	21	16	8	9	23	--	--	0	23	13	--	--
	(90)	(38)	(38)	(75)	(43)	(69)			(5)	(13)	(16)		
o. Weight and Balance Clearance, Form F, DD Form 365F													
1. Poor	19	24	25	17	30	21	--	--	27	31	31	--	--
2. Fair	40	22	33	35	29	23	--	--	13	25	8	--	--
3. Good	13	21	12	24	21	25	--	--	40	9	15	--	--
4. Very good	7	9	7	4	8	5	--	--	0	13	0	--	--
5. Excellent	7	5	3	4	4	8	--	--	7	0	0	--	--
6. No training received (N)	13	18	20	15	10	18	--	--	13	22	46	--	--
	(99)	(169)	(60)	(46)	(163)	(91)			(15)	(32)	(13)		
2. Fair													
1. Poor	21	26	26	33	23	38	--	--	40	15	50	--	--
2. Fair	28	21	34	31	35	25	--	--	20	15	19	--	--
3. Good	29	18	13	16	19	4	--	--	40	15	6	--	--
4. Very good	10	8	5	8	5	4	--	--	0	15	13	--	--
5. Excellent	6	8	5	3	9	3	--	--	0	8	0	--	--
6. No training received (N)	7	21	16	9	9	26	--	--	0	31	13	--	--
	(90)	(39)	(38)	(75)	(43)	(69)			(5)	(13)	(16)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
17. Is the training given in Army Service School UH-1 maintenance courses adequate to enable 67N20's to properly use the aircraft forms and records used in your unit?													
1. Yes, very adequate	--	--	--	--	--	--	--	2	--	--	--	--	0
2. Yes, fairly adequate	--	--	--	--	--	--	--	26	--	--	--	--	36
3. No, rather inadequate	--	--	--	--	--	--	--	48	--	--	--	--	64
4. No, very inadequate	--	--	--	--	--	--	--	24	--	--	--	--	0
(N)								(66)					(11)
1. Yes, very adequate	--	--	--	--	--	--	--	3	--	--	--	--	14
2. Yes, fairly adequate	--	--	--	--	--	--	--	45	--	--	--	--	24
3. No, rather inadequate	--	--	--	--	--	--	--	42	--	--	--	--	57
4. No, very inadequate	--	--	--	--	--	--	--	10	--	--	--	--	5
(N)								(67)					(21)
18. In your judgment, what amount of instruction is required in the Army Service School UH-1 maintenance courses for the use of the test equipment listed?													
a. Jet-Aul Analyzer													
1. More required	34	36	39	37	41	48	--	--	27	54	77	--	--
2. Less required	16	6	8	7	11	7	--	--	13	9	0	--	--
3. No change	26	28	36	22	30	21	--	--	33	13	0	--	--
4. No training required	24	30	17	35	18	24	--	--	27	19	23	--	--
(N)	(100)	(170)	(59)	(46)	(158)	(89)			(15)	(32)	(13)		
1. More required	41	53	54	43	36	58	--	--	40	38	60	--	--
2. Less required	12	11	11	7	5	3	--	--	0	8	7	--	--
3. No change	33	29	14	30	27	20	--	--	60	23	7	--	--
4. No training required	13	8	22	20	32	19	--	--	0	31	27	--	--
(N)	(90)	(38)	(37)	(76)	(44)	(69)			(5)	(13)	(15)		
b. Vibration Test Set													
1. More required	37	38	41	38	46	54	--	--	33	72	77	--	--
2. Less required	16	9	8	4	11	8	--	--	13	6	0	--	--
3. No change	25	25	41	20	29	20	--	--	27	6	8	--	--
4. No training required	22	28	10	38	15	18	--	--	27	16	15	--	--
(N)	(100)	(170)	(59)	(45)	(158)	(89)			(15)	(32)	(13)		
1. More required	49	61	51	43	45	68	--	--	60	46	47	--	--
2. Less required	9	5	11	12	2	4	--	--	0	15	7	--	--
3. No change	28	24	22	24	25	12	--	--	40	15	20	--	--
4. No training required	14	11	16	21	27	16	--	--	0	23	27	--	--
(N)	(90)	(38)	(37)	(76)	(44)	(69)			(5)	(13)	(15)		
c. Hydraulic Mule													
1. More required	33	34	51	27	37	44	--	--	27	53	62	--	--
2. Less required	15	9	7	9	13	6	--	--	7	13	8	--	--
3. No change	31	29	34	31	36	35	--	--	53	25	15	--	--
4. No training required	21	28	8	33	15	16	--	--	13	9	15	--	--
(N)	(100)	(170)	(59)	(45)	(157)	(89)			(15)	(32)	(13)		
1. More required	44	53	46	42	43	55	--	--	60	46	60	--	--
2. Less required	12	11	14	11	9	6	--	--	20	23	7	--	--
3. No change	33	26	27	30	32	28	--	--	20	8	27	--	--
4. No training required	10	11	14	17	16	12	--	--	0	23	7	--	--
(N)	(90)	(38)	(37)	(76)	(44)	(69)			(5)	(13)	(15)		
d. Multimeter													
1. More required	39	30	36	27	36	44	--	--	20	44	69	--	--
2. Less required	11	8	8	2	8	2	--	--	13	9	8	--	--
3. No change	31	38	44	39	44	44	--	--	33	34	8	--	--
4. No training required	19	24	12	37	12	10	--	--	13	13	15	--	--
(N)	(100)	(169)	(59)	(44)	(158)	(89)			(15)	(32)	(13)		
1. More required	49	37	46	42	36	59	--	--	40	23	47	--	--
2. Less required	12	8	8	5	7	1	--	--	0	8	0	--	--
3. No change	30	42	32	36	39	29	--	--	60	38	40	--	--
4. No training required	9	13	14	17	18	10	--	--	0	31	13	--	--
(N)	(90)	(38)	(37)	(76)	(44)	(69)			(5)	(13)	(15)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv	Maint. Off.	Shop Mechanics			Enl. Supv	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
19. Is the training given in Army Service School UN-1 maintenance courses adequate to enable the 67N20's in your unit to properly select and use the common and special tools required by his job?													
1. Yes, very adequate	--	--	--	--	--	--	--	3	--	--	--	--	9
2. Yes, fairly adequate	--	--	--	--	--	--	--	67	--	--	--	--	64
3. No, rather inadequate	--	--	--	--	--	--	--	27	--	--	--	--	27
4. No, very inadequate	--	--	--	--	--	--	--	3	--	--	--	--	0
(N)								(66)					(11)
1. Yes, very adequate	--	--	--	--	--	--	--	11	--	--	--	--	20
2. Yes, fairly adequate	--	--	--	--	--	--	--	65	--	--	--	--	35
3. No, rather inadequate	--	--	--	--	--	--	--	20	--	--	--	--	45
4. No, very inadequate	--	--	--	--	--	--	--	5	--	--	--	--	0
(N)								(66)					(20)
20. Indicate your opinion of the amount of Army Service School training that new 67N20's in your unit require for each of the topics listed.													
a. Aerial gunnery training													
1. Much required	--	--	--	--	--	--	--	12	--	--	--	--	0
2. Some required	--	--	--	--	--	--	--	34	--	--	--	--	40
3. Little required	--	--	--	--	--	--	--	16	--	--	--	--	30
4. None required	--	--	--	--	--	--	--	37	--	--	--	--	30
(N)								(67)					(10)
1. Much required	--	--	--	--	--	--	--	10	--	--	--	--	11
2. Some required	--	--	--	--	--	--	--	14	--	--	--	--	17
3. Little required	--	--	--	--	--	--	--	13	--	--	--	--	11
4. Nohe required	--	--	--	--	--	--	--	63	--	--	--	--	42
(N)								(63)					(19)
b. Aircraft recovery training													
1. Much required	--	--	--	--	--	--	--	9	--	--	--	--	50
2. Some required	--	--	--	--	--	--	--	40	--	--	--	--	50
3. Little required	--	--	--	--	--	--	--	30	--	--	--	--	0
4. None required	--	--	--	--	--	--	--	21	--	--	--	--	0
(N)								(67)					(10)
1. Much required	--	--	--	--	--	--	--	9	--	--	--	--	32
2. Some required	--	--	--	--	--	--	--	28	--	--	--	--	32
3. Little required	--	--	--	--	--	--	--	20	--	--	--	--	11
4. None required	--	--	--	--	--	--	--	42	--	--	--	--	26
(N)								(64)					(19)
c. Crash-res. training													
1. Much required	--	--	--	--	--	--	--	15	--	--	--	--	10
2. Some required	--	--	--	--	--	--	--	45	--	--	--	--	40
3. Little required	--	--	--	--	--	--	--	30	--	--	--	--	40
4. None required	--	--	--	--	--	--	--	9	--	--	--	--	10
(N)								(66)					(10)
1. Much required	--	--	--	--	--	--	--	16	--	--	--	--	16
2. Some required	--	--	--	--	--	--	--	38	--	--	--	--	42
3. Little required	--	--	--	--	--	--	--	25	--	--	--	--	26
4. None required	--	--	--	--	--	--	--	21	--	--	--	--	16
(N)								(63)					(19)
d. Aerial navigation training													
1. Much required	--	--	--	--	--	--	--	4	--	--	--	--	20
2. Some required	--	--	--	--	--	--	--	15	--	--	--	--	10
3. Little required	--	--	--	--	--	--	--	34	--	--	--	--	20
4. None required	--	--	--	--	--	--	--	46	--	--	--	--	50
(N)								(67)					(10)
1. Much required	--	--	--	--	--	--	--	16	--	--	--	--	16
2. Some required	--	--	--	--	--	--	--	19	--	--	--	--	26
3. Little required	--	--	--	--	--	--	--	24	--	--	--	--	21
4. None required	--	--	--	--	--	--	--	41	--	--	--	--	37
(N)								(63)					(19)

Questionnaire Item	Organizational Personnel							DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
e. Survival training													
1. Much required	--	--	--	--	--	--	--	27	--	--	--	--	30
2. Some required	--	--	--	--	--	--	--	51	--	--	--	--	50
3. Little required	--	--	--	--	--	--	--	16	--	--	--	--	20
4. None required	--	--	--	--	--	--	--	6	--	--	--	--	0
(N)								(67)					(10)
1. Much required	--	--	--	--	--	--	--	22	--	--	--	--	11
2. Some required	--	--	--	--	--	--	--	42	--	--	--	--	53
3. Little required	--	--	--	--	--	--	--	22	--	--	--	--	11
4. None required	--	--	--	--	--	--	--	14	--	--	--	--	26
(N)								(64)					(19)
f. Unit area defense training													
1. Much required	--	--	--	--	--	--	--	20	--	--	--	--	50
2. Some required	--	--	--	--	--	--	--	44	--	--	--	--	40
3. Little required	--	--	--	--	--	--	--	29	--	--	--	--	10
4. None required	--	--	--	--	--	--	--	8	--	--	--	--	0
(N)								(66)					(10)
1. Much required	--	--	--	--	--	--	--	3	--	--	--	--	5
2. Some required	--	--	--	--	--	--	--	41	--	--	--	--	37
3. Little required	--	--	--	--	--	--	--	23	--	--	--	--	26
4. None required	--	--	--	--	--	--	--	33	--	--	--	--	32
(N)								(64)					(19)
g. Aircraft weapons systems maintenance training													
1. Much required	--	--	--	--	--	--	--	25	--	--	--	--	0
2. Some required	--	--	--	--	--	--	--	31	--	--	--	--	30
3. Little required	--	--	--	--	--	--	--	25	--	--	--	--	40
4. None required	--	--	--	--	--	--	--	18	--	--	--	--	30
(N)								(67)					(10)
1. Much required	--	--	--	--	--	--	--	17	--	--	--	--	21
2. Some required	--	--	--	--	--	--	--	16	--	--	--	--	37
3. Little required	--	--	--	--	--	--	--	13	--	--	--	--	16
4. None required	--	--	--	--	--	--	--	54	--	--	--	--	26
(N)								(63)					(19)
h. Aerial observer training													
1. Much required	--	--	--	--	--	--	--	15	--	--	--	--	0
2. Some required	--	--	--	--	--	--	--	27	--	--	--	--	40
3. Little required	--	--	--	--	--	--	--	21	--	--	--	--	20
4. None required	--	--	--	--	--	--	--	37	--	--	--	--	40
(N)								(67)					(10)
1. Much required	--	--	--	--	--	--	--	19	--	--	--	--	16
2. Some required	--	--	--	--	--	--	--	23	--	--	--	--	21
3. Little required	--	--	--	--	--	--	--	22	--	--	--	--	26
4. None required	--	--	--	--	--	--	--	36	--	--	--	--	37
(N)								(64)					(19)
21. Rate the overall quality of your unit's aircraft maintenance OJT program.													
1. poor	9	17	20	18	18	22	12	--	28	21	32	15	--
2. Fair	27	22	23	33	33	32	18	--	17	32	11	33	--
3. Good	41	39	37	35	33	30	48	--	33	32	42	31	--
4. Very good	14	18	18	12	13	12	17	--	17	15	0	21	--
5. Excellent	8	3	2	2	4	4	5	--	6	0	16	0	--
(N)	(107)	(179)	(65)	(49)	(175)	(102)	(129)		(18)	(34)	(19)	(48)	
1. Poor	18	18	29	24	17	34	17	--	0	13	25	18	--
2. Fair	29	31	24	22	45	34	24	--	0	27	33	32	--
3. Good	34	36	36	38	34	22	39	--	63	47	29	26	--
4. Very good	13	11	9	13	4	8	19	--	25	7	13	23	--
5. Excellent	6	4	2	3	0	1	1	--	13	7	0	1	--
(N)	(98)	(45)	(55)	(78)	(47)	(87)	(117)		(8)	(15)	(24)	(78)	

Questionnaire Item	Organizational Personnel								DS and GS Personnel				
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
22. Which one of the following alternatives best describes your unit's OJT program?													
1. Planned in advance and supervised	6	6	13	10	9	9	28	24	33	6	11	23	42
2. Not planned in advance, but supervised	32	33	33	35	32	30	59	65	11	21	26	60	50
3. Mechanics learn by doing it themselves	58	57	52	51	58	60	10	6	50	70	63	15	8
4. Other	4	4	3	4	2	1	2	8	6	3	0	2	0
(N)	(106)	(178)	(64)	(49)	(172)	(102)	(130)	(71)	(18)	(33)	(19)	(48)	(12)
1. Planned in advance and supervised	13	9	9	17	17	6	27	36	13	20	24	28	36
2. Not planned in advance, but supervised	26	33	31	24	34	30	55	58	38	40	36	55	40
3. Mechanics learn by doing it themselves	61	59	60	56	49	62	16	5	50	40	32	17	16
4. Other	0	0	0	3	0	2	2	1	0	0	8	0	8
(N)	(98)	(46)	(55)	(78)	(47)	(94)	(116)	(73)	(8)	(15)	(25)	(78)	(25)
23. Indicate the methods used by your unit for determining areas of aircraft maintenance in which new 67N20's require OJT. Check as many blanks as apply.													
1. Interview each new 67N20 about his OJT needs	17	13	14	22	18	21	36	46	6	3	21	40	64
2. OJT determined from weaknesses shown on job	24	26	31	24	27	25	47	66	28	15	11	48	45
3. Past experience determines OJT needs	13	15	19	22	23	18	35	46	17	19	5	27	64
4. 67N20 himself indicates where he needs OJT	24	29	27	35	24	20	21	21	39	21	21	21	9
5. Higher headquarters indicates areas for OJT	1	1	0	2	3	2	1	0	6	6	0	0	0
6. My unit has no method to indicate OJT areas	45	41	42	37	41	45	22	7	50	53	58	23	0
7. Other	0	2	0	0	1	2	3	1	0	0	0	2	9
(N)	(106)	(182)	(64)	(49)	(177)	(109)	(130)	(66)	(18)	(34)	(19)	(48)	(11)
1. Interview each new 67N20 about his OJT needs	10	11	20	11	6	18	41	48	13	13	31	33	62
2. OJT determined from weaknesses shown on job	24	33	25	14	15	20	46	67	25	0	31	44	48
3. Past experience determines OJT needs	9	24	16	12	15	15	33	30	13	27	15	33	48
4. 67N20 himself indicates where he needs OJT	17	22	22	17	19	25	22	21	0	13	27	26	19
5. Higher headquarters indicates areas for OJT	4	7	4	3	2	2	0	3	0	7	0	3	10
6. My unit has no method to indicate OJT areas	52	40	53	55	53	44	25	6	63	47	35	29	5
7. Other	0	0	0	0	2	0	3	6	0	13	4	3	14
(N)	(98)	(45)	(55)	(76)	(47)	(84)	(116)	(66)	(8)	(15)	(26)	(78)	(21)
24. How much classroom training is devoted to aviation maintenance topics?													
1. 0 hours per week	98	93	91	81	91	87	91	--	88	97	99	86	--
2. 1 to 2 hours per week	0	5	8	13	6	7	5	--	6	3	0	12	--
3. 3 to 4 hours per week	0	2	2	2	0	4	3	--	6	0	0	0	--
4. 5 to 6 hours per week	0	1	0	2	1	1	2	--	0	0	0	2	--
5. Over 6 hours per week	2	0	0	2	2	1	0	--	0	0	0	0	--
(N)	(105)	(174)	(65)	(47)	(171)	(101)	(129)	--	(16)	(36)	(18)	(49)	--
1. 0 hours per week	66	71	77	63	68	68	63	--	88	80	72	78	--
2. 1 to 2 hours per week	26	29	16	28	26	25	28	--	13	13	20	19	--
3. 3 to 4 hours per week	1	0	5	5	4	4	6	--	0	7	8	1	--
4. 5 to 6 hours per week	2	0	2	3	2	4	3	--	0	0	0	0	--
5. Over 6 hours per week	5	0	0	1	0	0	0	--	0	0	0	1	--
(N)	(96)	(45)	(57)	(78)	(47)	(85)	(120)	--	(8)	(15)	(25)	(79)	--
25. How much classroom training is devoted to non-aviation maintenance topics?													
1. 0 hours per week	90	84	83	77	88	80	79	--	88	76	83	55	--
2. 1 to 2 hours per week	9	13	14	21	9	14	19	--	0	21	17	43	--
3. 3 to 4 hours per week	0	1	2	2	1	4	2	--	6	3	0	2	--
4. 5 to 6 hours per week	1	0	2	0	2	2	1	--	6	0	0	0	--
5. Over 6 hours per week	0	2	0	0	1	0	0	--	0	0	0	0	--
(N)	(106)	(174)	(65)	(47)	(171)	(101)	(129)	--	(16)	(36)	(18)	(49)	--
1. 0 hours per week	44	42	35	44	19	26	14	--	38	40	12	10	--
2. 1 to 2 hours per week	42	42	25	41	55	44	31	--	63	20	28	34	--
3. 3 to 4 hours per week	12	13	26	9	15	15	35	--	0	27	36	35	--
4. 5 to 6 hours per week	2	0	9	4	6	8	14	--	0	7	12	9	--
5. Over 6 hours per week	0	2	5	3	4	7	6	--	0	7	12	11	--
(N)	(95)	(45)	(57)	(78)	(47)	(85)	(120)	--	(8)	(15)	(25)	(79)	--

Questionnaire Item	Organizational Personnel							DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
26. How would you rate the quality of the classroom training given in your unit?													
1. No classroom training is given in my unit	92	90	80	76	93	76	83	--	83	91	84	85	--
2. Poor	2	3	6	4	7	7	5	--	0	3	5	2	--
3. Fair	1	3	8	8	4	6	6	--	6	3	5	8	--
4. Good	5	3	8	12	5	10	2	--	6	3	5	2	--
5. Very good	1	1	0	0	2	1	2	--	6	0	0	0	--
6. Excellent	0	0	0	0	0	0	2	--	0	0	0	2	--
(N)	(107)	(144)	(165)	(50)	(176)	(102)	(129)		(18)	(34)	(19)	(48)	
1. No classroom training is given in my unit	61	54	47	48	43	49	50	--	71	33	44	62	--
2. Poor	6	20	21	8	19	15	3	--	0	13	24	7	--
3. Fair	14	11	16	16	19	16	13	--	14	27	12	15	--
4. Good	13	11	12	18	15	16	23	--	14	27	16	12	--
5. Very good	5	2	4	8	2	3	11	--	0	0	0	4	--
6. Excellent	1	2	0	3	2	0	1	--	0	0	4	0	--
(N)	(99)	(66)	(57)	(72)	(47)	(87)	(119)		(7)	(15)	(25)	(81)	
27. Do you feel that your unit takes full advantage of all time that could be made available for unit aircraft maintenance training?													
1. Always	--	--	--	--	--	--	--	10	--	--	--	--	8
2. Nearly always	--	--	--	--	--	--	--	54	--	--	--	--	75
3. About one-half the time	--	--	--	--	--	--	--	19	--	--	--	--	8
4. Seldom	--	--	--	--	--	--	--	13	--	--	--	--	8
5. Never	--	--	--	--	--	--	--	4	--	--	--	--	0
(N)								(69)					(12)
1. Always	--	--	--	--	--	--	--	8	--	--	--	--	8
2. Nearly always	--	--	--	--	--	--	--	51	--	--	--	--	50
3. About one-half the time	--	--	--	--	--	--	--	24	--	--	--	--	27
4. Seldom	--	--	--	--	--	--	--	9	--	--	--	--	15
5. Never	--	--	--	--	--	--	--	1	--	--	--	--	0
(N)								(75)					(26)
28. Which of the following instructional facilities or equipment are available in your unit? Check as many blanks as apply.													
1. Classroom space	--	--	--	--	--	--	--	68	--	--	--	--	83
2. Desks, tables, student chairs, etc.	--	--	--	--	--	--	--	28	--	--	--	--	42
3. Blackboard and chalk	--	--	--	--	--	--	--	57	--	--	--	--	58
4. Slide projector (35mm)	--	--	--	--	--	--	--	8	--	--	--	--	50
5. Movie projector	--	--	--	--	--	--	--	42	--	--	--	--	58
6. Opaque projector	--	--	--	--	--	--	--	0	--	--	--	--	8
7. Vugraph projector	--	--	--	--	--	--	--	5	--	--	--	--	17
8. Projection screen	--	--	--	--	--	--	--	17	--	--	--	--	58
9. Slides (35mm and/or vugraph)	--	--	--	--	--	--	--	2	--	--	--	--	17
10. Models	--	--	--	--	--	--	--	5	--	--	--	--	8
11. Other	--	--	--	--	--	--	--	29	--	--	--	--	0
(N)								(65)					(12)
1. Classroom space	--	--	--	--	--	--	--	91	--	--	--	--	88
2. Desks, tables, student chairs, etc.	--	--	--	--	--	--	--	79	--	--	--	--	75
3. Blackboard and chalk	--	--	--	--	--	--	--	90	--	--	--	--	75
4. Slide projector (35mm)	--	--	--	--	--	--	--	47	--	--	--	--	46
5. Movie projector	--	--	--	--	--	--	--	79	--	--	--	--	71
6. Opaque projector	--	--	--	--	--	--	--	34	--	--	--	--	21
7. Vugraph projector	--	--	--	--	--	--	--	39	--	--	--	--	38
8. Projection screen	--	--	--	--	--	--	--	70	--	--	--	--	67
9. Slides (35mm and/or vugraph)	--	--	--	--	--	--	--	26	--	--	--	--	25
10. Models	--	--	--	--	--	--	--	11	--	--	--	--	13
11. Other	--	--	--	--	--	--	--	7	--	--	--	--	21
(N)								(70)					(24)
29. Given adequate instructional materials, do you feel that you have qualified personnel in your unit to give unit classroom training in aviation maintenance?													
1. Yes	--	--	--	--	--	--	--	91	--	--	--	--	92
2. No	--	--	--	--	--	--	--	9	--	--	--	--	8
(N)								(69)					(12)
1. Yes	--	--	--	--	--	--	--	92	--	--	--	--	84
2. No	--	--	--	--	--	--	--	8	--	--	--	--	16
(N)								(75)					(25)

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
30. If instructional materials were provided, how much time could your unit make available each week for unit classroom training in aviation maintenance?														
1. 0 hours	--	--	--	--	--	--	--	27	--	--	--	--	--	50
2. 1-3 hours	--	--	--	--	--	--	--	38	--	--	--	--	--	10
3. 4-6 hours	--	--	--	--	--	--	--	18	--	--	--	--	--	40
4. 7-9 hours	--	--	--	--	--	--	--	7	--	--	--	--	--	0
5. 10 or more hours	--	--	--	--	--	--	--	9	--	--	--	--	--	0
(N)								(55)						(10)
1. 0 hours	--	--	--	--	--	--	--	11	--	--	--	--	--	13
2. 1-3 hours	--	--	--	--	--	--	--	18	--	--	--	--	--	33
3. 4-6 hours	--	--	--	--	--	--	--	51	--	--	--	--	--	50
4. 7-9 hours	--	--	--	--	--	--	--	8	--	--	--	--	--	0
5. 10 or more hours	--	--	--	--	--	--	--	11	--	--	--	--	--	4
(N)								(71)						(24)
31. How many hours of OJT in aircraft maintenance have you received during the past month on the aircraft and armament systems listed?														
a. Hours on engine and related systems														
1. 0 hours	71	73	69	75	63	71	--	--	83	85	79	--	--	
2. 1-3 hours	8	8	3	8	15	6	--	--	6	0	5	--	--	
3. 4-6 hours	5	4	11	8	9	9	--	--	6	0	0	--	--	
4. 7-9 hours	1	2	2	0	1	1	--	--	0	3	0	--	--	
5. 10 hours or more	16	12	15	8	13	12	--	--	6	6	16	--	--	
(N)	(106)	(177)	(62)	(48)	(172)	(97)			(18)	(34)	(19)			
1. 0 hours	47	51	75	61	59	73	--	--	99	60	80	--	--	
2. 1-3 hours	9	9	9	15	13	11	--	--	0	13	8	--	--	
3. 4-6 hours	8	14	4	11	7	10	--	--	0	13	0	--	--	
4. 7-9 hours	2	5	4	1	4	1	--	--	0	0	0	--	--	
5. 10 hours or more	33	21	9	12	17	6	--	--	0	13	12	--	--	
(N)	(96)	(43)	(57)	(75)	(46)	(84)			(8)	(15)	(25)			
b. Hours on utility systems														
1. 0 hours	72	71	78	76	72	73	--	--	86	72	94	--	--	
2. 1-3 hours	8	8	6	3	14	13	--	--	7	7	0	--	--	
3. 4-6 hours	4	8	8	10	3	7	--	--	0	3	0	--	--	
4. 7-9 hours	2	2	0	0	1	3	--	--	0	3	0	--	--	
5. 10 hours or more	13	10	8	10	9	4	--	--	7	14	6	--	--	
(N)	(90)	(128)	(49)	(29)	(119)	(70)			(14)	(29)	(16)			
1. 0 hours	53	69	86	70	82	75	--	--	99	67	76	--	--	
2. 1-3 hours	11	3	4	11	3	14	--	--	0	13	12	--	--	
3. 4-6 hours	8	18	8	9	8	7	--	--	0	7	6	--	--	
4. 7-9 hours	3	3	0	0	0	0	--	--	0	0	0	--	--	
5. 10 hours or more	24	8	2	9	8	5	--	--	0	13	6	--	--	
(N)	(87)	(39)	(51)	(64)	(38)	(59)			(7)	(15)	(17)			
c. Hours on flight controls system														
1. 0 hours	57	42	57	66	63	57	--	--	71	59	75	--	--	
2. 1-3 hours	12	18	10	10	14	21	--	--	0	10	0	--	--	
3. 4-6 hours	8	9	8	14	3	10	--	--	7	0	6	--	--	
4. 7-9 hours	3	3	0	0	3	1	--	--	0	3	0	--	--	
5. 10 hours or more	19	27	24	10	17	10	--	--	21	28	19	--	--	
(N)	(89)	(128)	(49)	(29)	(119)	(70)			(14)	(29)	(16)			
1. 0 hours	46	46	73	55	58	63	--	--	71	47	53	--	--	
2. 1-3 hours	16	13	10	14	16	17	--	--	14	12	12	--	--	
3. 4-6 hours	13	23	6	14	5	10	--	--	0	7	18	--	--	
4. 7-9 hours	2	5	2	2	3	3	--	--	14	7	0	--	--	
5. 10 hours or more	23	13	10	16	18	7	--	--	0	27	18	--	--	
(N)	(87)	(39)	(51)	(64)	(38)	(59)			(7)	(15)	(17)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
d. Hours on main rotor system														
1. 0 hours	29	36	48	58	56	44	--	--	50	52	59	--	--	
2. 1-3 hours	11	5	6	10	12	11	--	--	7	3	12	--	--	
3. 4-6 hours	13	11	14	6	5	17	--	--	0	0	0	--	--	
4. 7-9 hours	3	3	0	0	1	6	--	--	0	3	0	--	--	
5. 10 hours or more	44	45	32	26	26	21	--	--	43	41	29	--	--	
(N)	(91)	(128)	(50)	(31)	(118)	(70)			(14)	(29)	(17)			
1. 0 hours	33	38	67	41	50	64	--	--	29	33	53	--	--	
2. 1-3 hours	13	13	8	19	13	10	--	--	0	33	18	--	--	
3. 4-6 hours	7	8	4	13	11	10	--	--	29	0	0	--	--	
4. 7-9 hours	5	8	6	0	5	2	--	--	0	0	0	--	--	
5. 10 hours or more	43	33	16	28	21	15	--	--	43	33	29	--	--	
(N)	(86)	(39)	(51)	(64)	(38)	(61)			(7)	(15)	(17)			
e. Hours on tail rotor system														
1. 0 hours	34	44	50	43	53	47	--	--	64	41	63	--	--	
2. 1-3 hours	10	10	14	17	13	20	--	--	7	14	6	--	--	
3. 4-6 hours	18	13	8	7	11	10	--	--	7	10	0	--	--	
4. 7-9 hours	2	1	0	7	2	6	--	--	0	3	6	--	--	
5. 10 hours or more	36	33	28	27	21	17	--	--	21	31	25	--	--	
(N)	(90)	(128)	(50)	(30)	(118)	(70)			(14)	(29)	(16)			
1. 0 hours	33	44	73	45	45	64	--	--	29	40	59	--	--	
2. 1-3 hours	11	15	6	19	21	14	--	--	0	33	18	--	--	
3. 4-6 hours	15	13	8	19	11	10	--	--	14	0	6	--	--	
4. 7-9 hours	1	3	8	2	3	2	--	--	0	0	0	--	--	
5. 10 hours or more	39	26	6	16	21	10	--	--	57	27	18	--	--	
(N)	(87)	(39)	(51)	(64)	(38)	(59)			(7)	(15)	(17)			
f. Hours on airframe system														
1. 0 hours	74	72	78	76	71	69	--	--	93	76	88	--	--	
2. 1-3 hours	8	6	4	7	10	16	--	--	0	3	0	--	--	
3. 4-6 hours	7	8	6	0	5	6	--	--	0	7	3	--	--	
4. 7-9 hours	0	2	0	3	2	1	--	--	0	3	0	--	--	
5. 10 hours or more	11	12	12	14	12	9	--	--	7	10	13	--	--	
(N)	(90)	(129)	(50)	(29)	(118)	(70)			(14)	(20)	(16)			
1. 0 hours	66	74	88	73	71	76	--	--	86	73	65	--	--	
2. 1-3 hours	8	10	0	10	13	12	--	--	14	7	12	--	--	
3. 4-6 hours	9	8	8	6	3	5	--	--	0	7	6	--	--	
4. 7-9 hours	0	3	2	2	3	0	--	--	0	0	0	--	--	
5. 10 hours or more	17	5	2	10	11	7	--	--	0	13	18	--	--	
(N)	(87)	(39)	(51)	(63)	(38)	(59)			(7)	(15)	(17)			
g. Hours on hydraulic system(s)														
1. 0 hours	56	48	62	67	62	63	--	--	71	62	76	--	--	
2. 1-3 hours	13	13	10	10	14	16	--	--	0	7	0	--	--	
3. 4-6 hours	11	17	6	13	10	9	--	--	7	10	6	--	--	
4. 7-9 hours	0	1	2	0	1	0	--	--	0	0	0	--	--	
5. 10 hours or more	20	22	20	10	12	12	--	--	21	21	18	--	--	
(N)	(91)	(128)	(50)	(30)	(118)	(70)			(14)	(29)	(17)			
1. 0 hours	49	62	78	65	71	74	--	--	43	53	65	--	--	
2. 1-3 hours	17	10	10	14	13	11	--	--	0	33	6	--	--	
3. 4-6 hours	15	18	4	10	3	7	--	--	29	7	12	--	--	
4. 7-9 hours	1	3	2	3	3	2	--	--	0	0	0	--	--	
5. 10 hours or more	17	8	6	8	11	7	--	--	29	7	18	--	--	
(N)	(87)	(39)	(51)	(63)	(38)	(61)			(7)	(15)	(17)			
h. Hours on powertrain system														
1. 0 hours	61	59	68	73	65	64	--	--	86	79	75	--	--	
2. 1-3 hours	10	10	6	3	8	13	--	--	0	3	6	--	--	
3. 4-6 hours	14	11	6	13	10	7	--	--	14	3	0	--	--	
4. 7-9 hours	1	2	2	0	1	3	--	--	0	0	0	--	--	
5. 10 hours or more	13	18	18	10	16	13	--	--	0	14	19	--	--	
(N)	(90)	(129)	(50)	(30)	(119)	(70)			(14)	(29)	(16)			
1. 0 hours	54	62	78	62	63	71	--	--	99	60	65	--	--	
2. 1-3 hours	15	13	8	16	16	15	--	--	0	20	12	--	--	
3. 4-6 hours	8	18	6	10	5	3	--	--	0	7	6	--	--	
4. 7-9 hours	1	0	4	0	0	0	--	--	0	7	6	--	--	
5. 10 hours or more	22	8	4	13	16	10	--	--	0	7	12	--	--	
(N)	(87)	(39)	(51)	(63)	(38)	(59)			(7)	(15)	(17)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
i. Hours on instrument systems														
1. 0 hours	83	74	90	69	72	70	--	--	86	86	88	--	--	
2. 1-3 hours	9	12	0	17	15	16	--	--	7	7	0	--	--	
3. 4-6 hours	4	12	6	3	5	6	--	--	7	3	6	--	--	
4. 7-9 hours	1	0	0	0	1	1	--	--	0	0	0	--	--	
5. 10 hours or more	2	2	4	10	7	7	--	--	0	3	6	--	--	
(N)	(90)	(129)	(50)	(29)	(119)	(70)			(14)	(29)	(16)			
1. 0 hours	60	74	84	73	71	68	--	--	99	80	88	--	--	
2. 1-3 hours	21	21	8	11	11	20	--	--	0	7	0	--	--	
3. 4-6 hours	6	3	2	10	5	5	--	--	0	7	6	--	--	
4. 7-9 hours	3	0	2	0	3	2	--	--	0	0	0	--	--	
5. 10 hours or more	10	3	4	6	11	5	--	--	0	7	6	--	--	
(N)	(87)	(39)	(51)	(63)	(38)	(59)			(7)	(15)	(17)			
j. Hours on electrical systems														
1. 0 hours	87	79	88	74	75	70	--	--	93	93	94	--	--	
2. 1-3 hours	5	12	6	10	15	16	--	--	7	3	6	--	--	
3. 4-6 hours	2	5	2	13	4	3	--	--	0	0	0	--	--	
4. 7-9 hours	1	0	0	0	2	3	--	--	0	0	0	--	--	
5. 10 hours or more	4	3	4	3	4	9	--	--	0	3	0	--	--	
(N)	(91)	(129)	(50)	(31)	(119)	(70)			(14)	(29)	(17)			
1. 0 hours	67	87	88	83	71	77	--	--	99	93	99	--	--	
2. 1-3 hours	13	10	4	5	11	15	--	--	0	0	0	--	--	
3. 4-6 hours	11	0	4	8	8	7	--	--	0	7	0	--	--	
4. 7-9 hours	1	0	0	0	3	0	--	--	0	0	0	--	--	
5. 10 hours or more	8	3	4	5	8	2	--	--	0	0	0	--	--	
(N)	(87)	(39)	(51)	(63)	(38)	(61)			(7)	(15)	(17)			
k. Hours on armament--AGM-22 (SS-11) system														
1. 0 hours	96	98	99	90	94	93	--	--	99	99	99	--	--	
2. 1-3 hours	0	1	0	7	4	1	--	--	0	0	0	--	--	
3. 4-6 hours	2	1	0	0	0	3	--	--	0	0	0	--	--	
4. 7-9 hours	0	0	0	0	0	0	--	--	0	0	0	--	--	
5. 10 hours or more	2	0	0	3	2	3	--	--	0	0	0	--	--	
(N)	(90)	(129)	(50)	(29)	(118)	(70)			(14)	(29)	(16)			
1. 0 hours	99	97	96	99	99	97	--	--	99	93	99	--	--	
2. 1-3 hours	0	3	0	0	0	0	--	--	0	0	0	--	--	
3. 4-6 hours	1	0	0	0	0	2	--	--	0	7	0	--	--	
4. 7-9 hours	0	0	0	0	0	0	--	--	0	0	0	--	--	
5. 10 hours or more	0	0	4	0	0	2	--	--	0	0	0	--	--	
(N)	(87)	(39)	(51)	(63)	(38)	(59)			(7)	(15)	(17)			
l. Hours on armament--machine gun systems														
1. 0 hours	94	95	98	62	63	64	--	--	99	97	94	--	--	
2. 1-3 hours	1	2	0	10	11	11	--	--	0	0	0	--	--	
3. 4-6 hours	0	2	0	3	6	7	--	--	0	0	0	--	--	
4. 7-9 hours	0	0	0	0	1	0	--	--	0	3	0	--	--	
5. 10 hours or more	4	2	2	24	19	17	--	--	0	0	6	--	--	
(N)	(90)	(129)	(50)	(29)	(118)	(70)			(14)	(29)	(16)			
1. 0 hours	97	99	96	90	87	95	--	--	99	93	99	--	--	
2. 1-3 hours	2	0	2	2	8	2	--	--	0	0	0	--	--	
3. 4-6 hours	0	0	0	3	3	2	--	--	0	7	0	--	--	
4. 7-9 hours	0	0	0	0	0	0	--	--	0	0	0	--	--	
5. 10 hours or more	1	0	2	5	3	2	--	--	0	0	0	--	--	
(N)	(87)	(39)	(51)	(63)	(38)	(59)			(7)	(15)	(17)			
m. Hours on armament--grenade launcher system														
1. 0 hours	97	98	96	90	87	79	--	--	99	99	99	--	--	
2. 1-3 hours	3	1	2	3	3	4	--	--	0	0	0	--	--	
3. 4-6 hours	0	1	0	3	2	7	--	--	0	0	0	--	--	
4. 7-9 hours	0	0	0	0	0	0	--	--	0	0	0	--	--	
5. 10 hours or more	0	0	2	3	8	10	--	--	0	0	0	--	--	
(N)	(91)	(129)	(50)	(31)	(119)	(70)			(14)	(29)	(17)			
1. 0 hours	99	97	98	95	95	97	--	--	99	93	99	--	--	
2. 1-3 hours	0	0	0	2	3	0	--	--	0	0	0	--	--	
3. 4-6 hours	1	3	0	0	0	2	--	--	0	7	0	--	--	
4. 7-9 hours	0	0	0	2	0	0	--	--	0	0	0	--	--	
5. 10 hours or more	0	0	2	2	3	2	--	--	0	0	0	--	--	
(N)	(87)	(39)	(51)	(63)	(38)	(61)			(7)	(15)	(17)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13.	0-6	7-12	13.			0-6	6-12	13.			
n. Hours on armament--rocket systems														
1. 0 hours	94	96	96	93	79	74	--	--	99	99	99	--	--	
2. 1-3 hours	1	2	2	0	5	3	--	--	0	0	0	--	--	
3. 4-6 hours	1	2	0	3	4	7	--	--	0	0	0	--	--	
4. 7-9 hours	0	0	0	0	0	1	--	--	0	0	0	--	--	
5. 10 hours or more	3	1	2	3	12	14	--	--	0	0	0	--	--	
(N)	(90)	(129)	(50)	(29)	(119)	(70)			(13)	(28)	(16)			
1. 0 hours	99	99	96	95	97	92	--	--	99	87	99	--	--	
2. 1-3 hours	0	0	2	0	3	3	--	--	0	0	0	--	--	
3. 4-6 hours	0	0	0	3	0	0	--	--	0	7	0	--	--	
4. 7-9 hours	0	0	0	0	0	2	--	--	0	0	0	--	--	
5. 10 hours or more	1	0	2	2	0	3	--	--	0	7	0	--	--	
(N)	(87)	(39)	(51)	(63)	(38)	(59)			(7)	(15)	(16)			
32. Rate the quality of QJT in aircraft maintenance you received for the aircraft and armament systems listed.														
a. Engine and related systems														
1. Poor	2	4	5	4	6	2	--	--	6	3	16	--	--	
2. Fair	16	22	21	14	19	13	--	--	17	23	21	--	--	
3. Good	12	17	33	22	31	33	--	--	17	29	26	--	--	
4. Very Good	9	11	15	16	11	26	--	--	11	3	5	--	--	
5. Excellent	6	3	9	8	8	9	--	--	0	6	0	--	--	
6. No QJT received	55	43	17	36	25	17	--	--	50	37	32	--	--	
(N)	(108)	(188)	(66)	(50)	(177)	(103)			(18)	(35)	(19)			
1. Poor	4	0	2	5	2	5	--	--	0	7	0	--	--	
2. Fair	21	11	12	18	15	20	--	--	14	21	19	--	--	
3. Good	13	30	32	26	35	28	--	--	14	7	23	--	--	
4. Very Good	18	22	19	19	15	19	--	--	14	14	23	--	--	
5. Excellent	5	11	11	5	15	13	--	--	0	14	4	--	--	
6. No QJT received	18	26	25	27	19	15	--	--	57	36	31	--	--	
(N)	(99)	(46)	(57)	(78)	(48)	(85)			(7)	(14)	(26)			
b. Utility systems														
1. Poor	3	6	8	6	3	1	--	--	0	6	5	--	--	
2. Fair	20	21	22	16	20	14	--	--	28	20	42	--	--	
3. Good	17	24	34	22	32	38	--	--	28	49	26	--	--	
4. Very Good	11	6	16	10	14	16	--	--	0	0	11	--	--	
5. Excellent	6	3	5	8	5	10	--	--	0	6	0	--	--	
6. No QJT received	44	41	16	37	25	22	--	--	44	20	16	--	--	
(N)	(103)	(186)	(64)	(49)	(174)	(102)			(18)	(35)	(19)			
1. Poor	5	0	0	8	2	4	--	--	0	14	0	--	--	
2. Fair	19	20	21	18	19	21	--	--	14	29	27	--	--	
3. Good	34	20	34	22	33	27	--	--	29	14	31	--	--	
4. Very Good	14	20	20	18	10	25	--	--	14	7	15	--	--	
5. Excellent	4	4	4	5	10	8	--	--	0	7	4	--	--	
6. No QJT received	24	36	21	29	25	14	--	--	43	29	23	--	--	
(N)	(97)	(45)	(56)	(77)	(48)	(84)			(7)	(14)	(26)			
c. Flight controls system														
1. Poor	4	3	2	4	1	0	--	--	0	6	5	--	--	
2. Fair	12	18	16	20	16	12	--	--	6	14	26	--	--	
3. Good	18	40	36	27	38	43	--	--	29	37	32	--	--	
4. Very Good	19	18	25	14	22	19	--	--	12	26	26	--	--	
5. Excellent	13	13	16	10	13	17	--	--	12	9	5	--	--	
6. No QJT received	15	8	6	24	11	10	--	--	41	9	5	--	--	
(N)	(104)	(186)	(64)	(49)	(175)	(101)			(17)	(35)	(19)			
1. Poor	3	0	0	8	4	5	--	--	0	7	0	--	--	
2. Fair	28	14	16	12	24	14	--	--	0	21	15	--	--	
3. Good	27	30	37	30	28	29	--	--	29	21	31	--	--	
4. Very Good	18	23	25	22	11	24	--	--	29	29	38	--	--	
5. Excellent	8	7	12	6	20	20	--	--	0	14	8	--	--	
6. No QJT received	16	27	11	22	13	8	--	--	43	7	8	--	--	
(N)	(97)	(44)	(57)	(77)	(46)	(85)			(7)	(14)	(26)			

Questionnaire Item	Organizational Personnel								DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
d. Main rotor system														
1. Poor	2	2	2	0	0	0	--	--	0	0	0	--	--	
2. Fair	11	10	11	10	9	3	--	--	22	9	5	--	--	
3. Good	34	34	28	24	34	37	--	--	28	51	37	--	--	
4. Very Good	25	29	38	31	28	27	--	--	22	20	42	--	--	
5. Excellent	19	20	16	14	20	24	--	--	17	17	16	--	--	
6. No QJT received (N)	10	6	6	20	9	7	--	--	11	3	0	--	--	
	(104)	(187)	(64)	(49)	(175)	(102)			(18)	(35)	(19)			
1. Poor	4	0	0	5	4	1	--	--	0	0	0	--	--	
2. Fair	16	11	5	12	13	13	--	--	0	23	8	--	--	
3. Good	32	27	44	34	33	26	--	--	14	15	31	--	--	
4. Very Good	24	27	25	21	21	20	--	--	71	31	36	--	--	
5. Excellent	11	16	18	13	19	33	--	--	14	31	15	--	--	
6. No QJT received (N)	12	20	9	16	10	7	--	--	0	0	8	--	--	
	(97)	(45)	(57)	(77)	(48)	(85)			(7)	(13)	(26)			
e. Tail rotor system														
1. Poor	2	2	2	2	1	0	--	--	0	0	0	--	--	
2. Fair	7	12	13	6	9	3	--	--	22	14	11	--	--	
3. Good	37	35	28	24	31	33	--	--	28	51	26	--	--	
4. Very good	27	26	33	27	29	33	--	--	22	14	47	--	--	
5. Excellent	20	19	19	16	21	22	--	--	17	17	16	--	--	
6. No QJT received (N)	8	6	6	24	10	9	--	--	11	3	0	--	--	
	(104)	(187)	(64)	(49)	(175)	(102)			(18)	(35)	(19)			
1. Poor	2	0	0	4	4	2	--	--	0	0	0	--	--	
2. Fair	18	9	7	14	13	3	--	--	0	23	8	--	--	
3. Good	32	27	42	30	42	27	--	--	14	15	35	--	--	
4. Very good	25	27	26	23	15	21	--	--	57	31	38	--	--	
5. Excellent	12	18	16	13	19	34	--	--	29	31	12	--	--	
6. No QJT received (N)	11	20	9	16	8	7	--	--	0	0	8	--	--	
	(97)	(45)	(57)	(77)	(48)	(85)			(7)	(13)	(26)			
f. Airframe system														
1. Poor	7	6	8	2	6	2	--	--	0	3	11	--	--	
2. Fair	13	17	19	22	10	10	--	--	17	23	26	--	--	
3. Good	17	33	30	20	30	43	--	--	6	37	21	--	--	
4. Very good	11	7	17	4	14	19	--	--	11	3	11	--	--	
5. Excellent	7	3	3	8	7	8	--	--	0	6	0	--	--	
6. No QJT received (N)	46	33	23	43	24	19	--	--	67	29	32	--	--	
	(104)	(186)	(64)	(49)	(174)	(102)			(18)	(35)	(19)			
1. Poor	5	0	2	6	6	2	--	--	0	7	0	--	--	
2. Fair	18	23	19	13	21	20	--	--	14	21	23	--	--	
3. Good	29	30	32	35	33	31	--	--	14	21	31	--	--	
4. Very good	11	12	23	9	13	20	--	--	29	14	19	--	--	
5. Excellent	3	5	4	3	15	13	--	--	0	7	0	--	--	
6. No QJT received (N)	33	30	21	34	13	14	--	--	43	29	27	--	--	
	(96)	(43)	(57)	(77)	(48)	(85)			(7)	(14)	(26)			
g. Hydraulic system(s)														
1. Poor	5	6	9	10	3	0	--	--	0	12	5	--	--	
2. Fair	18	21	28	22	24	17	--	--	22	26	21	--	--	
3. Good	26	32	30	22	32	39	--	--	28	26	53	--	--	
4. Very good	17	15	16	8	18	23	--	--	6	9	16	--	--	
5. Excellent	9	11	11	6	11	7	--	--	6	12	0	--	--	
6. No QJT received (N)	25	16	6	31	12	15	--	--	39	15	5	--	--	
	(103)	(186)	(64)	(49)	(174)	(102)			(18)	(36)	(19)			
1. Poor	5	0	2	6	4	6	--	--	0	7	0	--	--	
2. Fair	22	23	11	18	23	14	--	--	0	29	23	--	--	
3. Good	36	25	42	30	31	32	--	--	14	21	19	--	--	
4. Very good	16	27	19	17	10	16	--	--	43	21	19	--	--	
5. Excellent	7	5	11	6	15	18	--	--	14	7	12	--	--	
6. No QJT received (N)	13	20	16	22	17	14	--	--	29	14	27	--	--	
	(97)	(44)	(57)	(77)	(48)	(85)			(7)	(14)	(26)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
h. Powertrain system														
1. Poor	4	3	8	4	3	1	--	--	6	9	0	--	--	
2. Fair	13	15	25	18	17	11	--	--	11	21	21	--	--	
3. Good	27	38	23	20	33	39	--	--	28	24	32	--	--	
4. Very good	8	18	20	10	19	22	--	--	6	18	26	--	--	
5. Excellent	9	6	11	6	12	14	--	--	0	12	5	--	--	
6. No OJT received (N)	39	19	13	41	16	14	--	--	50	18	16	--	--	
	(104)	(186)	(64)	(49)	(175)	(101)			(18)	(34)	(19)			
1. Poor	3	2	0	5	4	6	--	--	0	8	0	--	--	
2. Fair	21	16	14	14	15	14	--	--	14	23	19	--	--	
3. Good	38	29	39	32	38	34	--	--	0	38	38	--	--	
4. Very good	13	16	25	12	13	19	--	--	29	15	27	--	--	
5. Excellent	5	7	7	11	17	15	--	--	14	8	8	--	--	
6. No OJT received (N)	20	30	16	26	15	12	--	--	43	8	8	--	--	
	(97)	(43)	(57)	(76)	(48)	(85)			(7)	(13)	(26)			
i. Instrument systems														
1. Poor	8	7	14	4	9	5	--	--	11	14	16	--	--	
2. Fair	14	26	17	18	24	10	--	--	22	23	16	--	--	
3. Good	11	18	22	18	25	37	--	--	6	11	32	--	--	
4. Very good	4	6	11	10	12	15	--	--	0	6	5	--	--	
5. Excellent	2	4	3	6	5	8	--	--	0	3	0	--	--	
6. No OJT received (N)	62	39	33	43	26	26	--	--	61	43	32	--	--	
	(103)	(187)	(64)	(49)	(175)	(101)			(18)	(35)	(19)			
1. Poor	11	5	7	12	13	12	--	--	0	0	0	--	--	
2. Fair	15	28	18	17	21	16	--	--	29	43	27	--	--	
3. Good	24	19	32	22	19	26	--	--	0	0	27	--	--	
4. Very good	12	5	13	13	13	18	--	--	14	14	12	--	--	
5. Excellent	4	2	9	5	11	8	--	--	0	7	0	--	--	
6. No OJT received (N)	33	42	21	31	23	20	--	--	57	36	35	--	--	
	(97)	(43)	(56)	(77)	(47)	(85)			(7)	(14)	(26)			
j. Electrical systems														
1. Poor	8	13	20	10	15	7	--	--	22	17	32	--	--	
2. Fair	14	21	19	20	25	25	--	--	6	17	16	--	--	
3. Good	4	12	16	8	15	26	--	--	11	11	11	--	--	
4. Very good	1	3	5	8	7	7	--	--	0	0	5	--	--	
5. Excellent	2	1	2	4	4	4	--	--	0	0	0	--	--	
6. No OJT received (N)	72	50	39	49	34	32	--	--	61	54	37	--	--	
	(103)	(187)	(64)	(49)	(174)	(101)			(18)	(35)	(19)			
1. Poor	9	9	11	10	10	18	--	--	14	7	12	--	--	
2. Fair	19	19	19	25	23	22	--	--	14	29	23	--	--	
3. Good	24	9	25	14	15	20	--	--	14	7	15	--	--	
4. Very good	5	9	5	9	10	9	--	--	0	7	8	--	--	
5. Excellent	4	5	2	3	6	9	--	--	0	7	4	--	--	
6. No OJT received (N)	39	49	39	39	35	21	--	--	57	43	38	--	--	
	(97)	(43)	(57)	(77)	(48)	(85)			(7)	(14)	(26)			
k. Armament--AGM-22 (SS-11) system														
1. Poor	5	7	8	4	3	5	--	--	6	14	5	--	--	
2. Fair	2	5	2	6	3	8	--	--	0	3	5	--	--	
3. Good	3	3	3	0	2	4	--	--	0	3	0	--	--	
4. Very good	1	1	2	0	3	5	--	--	0	0	0	--	--	
5. Excellent	1	1	2	2	3	4	--	--	0	0	0	--	--	
6. No OJT received (N)	88	83	84	88	86	75	--	--	94	80	89	--	--	
	(104)	(187)	(64)	(48)	(173)	(102)			(18)	(35)	(19)			
1. Poor	4	0	0	3	2	7	--	--	0	0	8	--	--	
2. Fair	3	9	2	4	4	11	--	--	0	7	4	--	--	
3. Good	4	7	7	3	2	9	--	--	0	0	8	--	--	
4. Very good	1	2	0	1	0	4	--	--	0	0	4	--	--	
5. Excellent	0	0	4	3	0	5	--	--	0	7	0	--	--	
6. No OJT received (N)	88	82	88	87	91	65	--	--	99	86	77	--	--	
	(96)	(44)	(57)	(77)	(47)	(85)			(7)	(14)	(26)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
1. Armament--machine gun systems	6	6	9	2	2	3	--	--	11	9	5	--	--
1. Poor	5	9	3	6	3	7	--	--	0	11	0	--	--
2. Fair	2	5	8	16	13	11	--	--	0	6	11	--	--
3. Good	0	2	5	8	17	16	--	--	0	0	16	--	--
4. Very good	3	3	9	18	20	21	--	--	0	0	5	--	--
5. Excellent	85	75	66	49	46	43	--	--	89	74	63	--	--
6. No OJT received (N)	(104)	(187)	(64)	(49)	(173)	(102)			(18)	(35)	(19)		
1. Poor	4	0	2	4	0	5	--	--	0	0	4	--	--
2. Fair	6	7	5	6	4	12	--	--	0	0	0	--	--
3. Good	4	0	4	4	11	11	--	--	0	0	15	--	--
4. Very good	1	7	11	5	0	9	--	--	0	0	12	--	--
5. Excellent	0	2	14	4	0	22	--	--	0	7	12	--	--
6. No OJT received (N)	(96)	(44)	(57)	(77)	(47)	(85)			(7)	(14)	(26)		
m. Armament--grenade launcher system	6	9	6	2	5	4	--	--	6	11	5	--	--
1. Poor	2	3	3	2	4	10	--	--	0	3	0	--	--
2. Fair	1	3	3	0	3	10	--	--	0	3	5	--	--
3. Good	1	2	5	0	5	8	--	--	0	0	11	--	--
4. Very good	1	1	3	2	5	12	--	--	0	0	0	--	--
5. Excellent	89	83	79	94	78	57	--	--	94	83	79	--	--
6. No OJT received (N)	(104)	(187)	(63)	(48)	(174)	(102)			(18)	(35)	(19)		
1. Poor	4	2	4	4	2	6	--	--	0	0	4	--	--
2. Fair	4	5	7	4	6	11	--	--	0	0	4	--	--
3. Good	3	2	7	3	0	8	--	--	0	0	15	--	--
4. Very good	1	2	4	1	0	9	--	--	0	0	4	--	--
5. Excellent	1	2	4	4	0	9	--	--	0	7	8	--	--
6. No OJT received (N)	(96)	(44)	(57)	(77)	(47)	(85)			(7)	(14)	(26)		
n. Armament--rocket systems	7	8	6	2	2	4	--	--	6	11	5	--	--
1. Poor	1	3	3	4	2	8	--	--	0	3	0	--	--
2. Fair	3	5	3	2	5	9	--	--	0	3	5	--	--
3. Good	0	2	5	0	10	12	--	--	0	0	16	--	--
4. Very good	3	1	6	4	10	16	--	--	0	0	0	--	--
5. Excellent	87	82	76	88	71	51	--	--	94	83	74	--	--
6. No OJT received (N)	(104)	(186)	(62)	(48)	(172)	(101)			(18)	(35)	(19)		
1. Poor	4	0	2	5	0	5	--	--	0	0	4	--	--
2. Fair	5	7	4	5	4	13	--	--	0	0	0	--	--
3. Good	3	2	9	4	6	6	--	--	0	0	12	--	--
4. Very good	2	2	4	3	0	11	--	--	0	0	8	--	--
5. Excellent	0	2	7	4	0	19	--	--	0	14	12	--	--
6. No OJT received (N)	(96)	(44)	(57)	(77)	(47)	(85)			(7)	(14)	(26)		
33. Approximately how many hours of classroom training and OJT have you received in the subjects listed since arrival in your present unit?													
a. Hours on unit area defense	50	43	34	52	37	41	--	--	44	38	39	--	--
1. 0 hours	15	14	12	6	21	16	--	--	17	21	11	--	--
2. 1-2 hours	13	12	18	10	9	14	--	--	6	6	0	--	--
3. 3-5 hours	7	12	18	20	10	8	--	--	11	21	28	--	--
4. 6-10 hours	7	5	5	4	9	8	--	--	0	9	11	--	--
5. 11-20 hours	8	14	12	8	14	11	--	--	22	6	11	--	--
6. Over 20 hours (N)	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)		
1. 0 hours	75	58	63	72	74	60	--	--	63	50	62	--	--
2. 1-2 hours	4	3	5	8	9	13	--	--	25	7	4	--	--
3. 3-5 hours	8	3	9	8	6	6	--	--	13	13	15	--	--
4. 6-10 hours	8	23	11	5	6	8	--	--	0	13	4	--	--
5. 11-20 hours	2	5	11	4	0	8	--	--	0	0	15	--	--
6. Over 20 hours (N)	(97)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv.	Maint Off.	Shop Mechanics			Enl Supv.	Maint Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
b. Hours on civilian-military relations														
1. 0 hours	75	68	55	64	65	67	--	--	78	71	39	--	--	--
2. 1-2 hours	16	11	11	22	14	11	--	--	0	18	22	--	--	--
3. 3-5 hours	6	9	17	6	11	10	--	--	11	6	6	--	--	--
4. 6-10 hours	2	6	11	4	7	5	--	--	11	3	17	--	--	--
5. 11-20 hours	0	2	3	2	1	1	--	--	0	3	17	--	--	--
6. Over 20 hours (N)	1	4	3	2	2	5	--	--	0	0	0	--	--	--
	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	66	63	50	51	51	33	--	--	50	40	46	--	--	--
2. 1-2 hours	16	8	16	28	11	23	--	--	0	27	15	--	--	--
3. 3-5 hours	7	10	9	11	21	15	--	--	25	13	8	--	--	--
4. 6-10 hours	6	10	11	7	4	10	--	--	0	7	8	--	--	--
5. 11-20 hours	2	8	7	3	4	10	--	--	25	7	12	--	--	--
6. Over 20 hours (N)	2	3	7	1	9	8	--	--	0	7	18	--	--	--
	(97)	(40)	(56)	(76)	(47)	(86)			(8)	(15)	(26)			
c. Hours on wheeled-vehicle maintenance														
1. 0 hours	70	63	55	74	69	79	--	--	72	71	61	--	--	--
2. 1-2 hours	8	11	14	16	8	8	--	--	6	12	22	--	--	--
3. 3-5 hours	6	8	9	6	5	6	--	--	17	9	11	--	--	--
4. 6-10 hours	9	8	9	2	9	3	--	--	0	3	0	--	--	--
5. 11-20 hours	3	4	6	0	4	1	--	--	0	0	6	--	--	--
6. Over 20 hours (N)	5	5	6	2	5	2	--	--	6	6	0	--	--	--
	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	84	90	81	88	87	73	--	--	63	33	69	--	--	--
2. 1-2 hours	4	3	7	5	6	8	--	--	13	13	4	--	--	--
3. 3-5 hours	3	0	2	0	0	1	--	--	25	0	0	--	--	--
4. 6-10 hours	5	3	4	4	0	5	--	--	0	33	12	--	--	--
5. 11-20 hours	3	0	2	0	0	2	--	--	0	0	0	--	--	--
6. Over 20 hours (N)	1	5	5	3	6	10	--	--	0	20	15	--	--	--
	(97)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
d. Hours on engineer equipment maintenance														
1. 0 hours	92	93	91	98	94	92	--	--	94	94	89	--	--	--
2. 1-2 hours	3	1	3	0	1	4	--	--	0	3	6	--	--	--
3. 3-5 hours	2	3	3	2	1	2	--	--	0	0	0	--	--	--
4. 6-10 hours	2	2	3	0	3	2	--	--	6	3	0	--	--	--
5. 11-20 hours	1	0	0	0	1	0	--	--	0	0	6	--	--	--
6. Over 20 hours (N)	0	1	0	0	0	0	--	--	0	0	0	--	--	--
	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	95	90	86	95	98	80	--	--	99	73	96	--	--	--
2. 1-2 hours	0	3	5	1	2	7	--	--	0	0	0	--	--	--
3. 3-5 hours	1	0	2	1	0	5	--	--	0	0	4	--	--	--
4. 6-10 hours	3	3	4	1	0	3	--	--	0	20	0	--	--	--
5. 11-20 hours	0	3	4	1	0	1	--	--	0	0	0	--	--	--
6. Over 20 hours (N)	1	3	0	0	0	3	--	--	0	7	0	--	--	--
	(97)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
e. Hours on character guidance														
1. 0 hours	75	73	63	78	62	62	--	--	67	53	56	--	--	--
2. 1-2 hours	10	12	9	14	13	18	--	--	22	21	6	--	--	--
3. 3-5 hours	9	6	9	6	9	5	--	--	6	15	11	--	--	--
4. 6-10 hours	3	4	9	2	10	7	--	--	0	3	17	--	--	--
5. 11-20 hours	2	2	3	0	3	4	--	--	0	3	6	--	--	--
6. Over 20 hours (N)	1	2	6	0	3	4	--	--	6	6	6	--	--	--
	(106)	(180)	(64)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	44	45	32	39	36	29	--	--	38	33	38	--	--	--
2. 1-2 hours	15	5	18	26	6	17	--	--	13	7	12	--	--	--
3. 3-5 hours	22	13	14	17	17	12	--	--	38	13	8	--	--	--
4. 6-10 hours	11	13	11	8	9	12	--	--	13	13	15	--	--	--
5. 11-20 hours	6	13	9	8	26	13	--	--	0	27	12	--	--	--
6. Over 20 hours (N)	2	13	16	1	6	17	--	--	0	7	15	--	--	--
	(96)	(40)	(56)	(76)	(47)	(86)			(8)	(15)	(26)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
f. Hours on CBR														
1. 0 hours	86	75	68	76	77	72	--	--	56	74	67	--	--	--
2. 1-2 hours	8	16	20	18	12	11	--	--	33	15	17	--	--	--
3. 3-5 hours	4	6	5	4	6	9	--	--	6	6	11	--	--	--
4. 6-10 hours	2	3	3	2	2	6	--	--	0	6	6	--	--	--
5. 11-20 hours	0	1	5	0	0	1	--	--	0	0	0	--	--	--
6. Over 20 hours	1	0	0	0	3	0	--	--	6	0	0	--	--	--
(N)	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	74	65	52	74	36	41	--	--	25	27	23	--	--	--
2. 1-2 hours	11	10	21	13	28	15	--	--	13	7	31	--	--	--
3. 3-5 hours	7	13	14	8	21	12	--	--	38	33	23	--	--	--
4. 6-10 hours	5	5	2	3	9	13	--	--	0	13	12	--	--	--
5. 11-20 hours	0	5	9	3	6	9	--	--	25	20	8	--	--	--
6. Over 20 hours	2	3	2	0	0	10	--	--	0	0	4	--	--	--
(N)	(97)	(40)	(56)	(76)	(47)	(86)			(8)	(15)	(26)			
g. Hours on first aid														
1. 0 hours	88	73	55	80	62	70	--	--	72	74	61	--	--	--
2. 1-2 hours	8	15	22	10	20	12	--	--	17	15	17	--	--	--
3. 3-5 hours	4	6	12	4	6	9	--	--	6	6	6	--	--	--
4. 6-10 hours	4	4	6	2	6	5	--	--	0	3	17	--	--	--
5. 11-20 hours	2	1	5	2	2	1	--	--	0	3	0	--	--	--
6. Over 20 hours	0	1	0	2	3	2	--	--	6	0	0	--	--	--
(N)	(106)	(120)	(65)	(49)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	81	75	57	71	51	40	--	--	50	40	46	--	--	--
2. 1-2 hours	13	3	16	17	26	26	--	--	13	7	27	--	--	--
3. 3-5 hours	8	3	13	5	4	10	--	--	13	20	15	--	--	--
4. 6-10 hours	4	13	9	5	13	12	--	--	13	33	12	--	--	--
5. 11-20 hours	2	8	4	1	4	5	--	--	13	0	0	--	--	--
6. Over 20 hours	1	0	2	0	2	8	--	--	0	0	0	--	--	--
(N)	(97)	(40)	(56)	(76)	(47)	(86)			(8)	(15)	(26)			
h. Hours on counterinsurgency														
1. 0 hours	88	80	66	84	80	68	--	--	94	79	72	--	--	--
2. 1-2 hours	9	11	12	16	11	19	--	--	0	6	6	--	--	--
3. 3-5 hours	1	3	9	0	3	3	--	--	0	12	17	--	--	--
4. 6-10 hours	1	2	9	0	2	5	--	--	6	3	6	--	--	--
5. 11-20 hours	1	1	3	0	2	2	--	--	0	0	0	--	--	--
6. Over 20 hours	0	2	0	0	2	3	--	--	0	0	0	--	--	--
(N)	(106)	(175)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	74	80	59	71	62	44	--	--	88	33	62	--	--	--
2. 1-2 hours	9	3	14	16	19	22	--	--	0	20	12	--	--	--
3. 3-5 hours	10	5	9	9	6	12	--	--	13	13	15	--	--	--
4. 6-10 hours	6	10	11	3	9	12	--	--	0	33	8	--	--	--
5. 11-20 hours	0	3	2	1	4	3	--	--	0	0	4	--	--	--
6. Over 20 hours	0	0	5	0	0	7	--	--	0	0	0	--	--	--
(N)	(97)	(40)	(56)	(76)	(47)	(86)			(8)	(15)	(26)			
i. Hours on individual weapons														
1. 0 hours	66	50	37	50	48	45	--	--	39	38	50	--	--	--
2. 1-2 hours	7	19	18	14	15	14	--	--	22	26	0	--	--	--
3. 3-5 hours	11	12	17	18	12	11	--	--	17	15	11	--	--	--
4. 6-10 hours	10	8	14	4	6	10	--	--	17	18	17	--	--	--
5. 11-20 hours	5	3	5	6	7	1	--	--	0	3	11	--	--	--
6. Over 20 hours	1	8	9	8	12	18	--	--	6	0	11	--	--	--
(N)	(106)	(180)	(65)	(50)	(178)	(97)			(18)	(34)	(18)			
1. 0 hours	82	88	72	76	66	60	--	--	88	53	65	--	--	--
2. 1-2 hours	3	0	9	5	4	7	--	--	13	7	15	--	--	--
3. 3-5 hours	4	5	4	11	11	9	--	--	0	7	12	--	--	--
4. 6-10 hours	4	5	5	3	9	12	--	--	0	20	0	--	--	--
5. 11-20 hours	5	3	7	3	11	3	--	--	0	7	8	--	--	--
6. Over 20 hours	1	0	4	3	0	8	--	--	0	7	0	--	--	--
(N)	(97)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
j. Hours on crew served ground weapons														
1. 0 hours	89	86	77	78	76	69	--	--	67	85	72	--	--	
2. 1-2 hours	4	6	13	8	5	8	--	--	17	6	6	--	--	
3. 3-5 hours	2	3	5	6	7	8	--	--	6	3	6	--	--	
4. 6-10 hours	4	2	5	6	3	4	--	--	0	6	11	--	--	
5. 11-20 hours	0	1	0	2	3	4	--	--	6	0	0	--	--	
6. Over 20 hours	2	3	2	0	6	6	--	--	6	0	6	--	--	
(N)	(106)	(180)	(64)	(49)	(172)	(97)			(18)	(34)	(18)			
1. 0 hours	92	95	96	87	94	83	--	--	88	87	96	--	--	
2. 1-2 hours	1	3	0	5	0	3	--	--	0	0	4	--	--	
3. 3-5 hours	2	3	2	4	2	6	--	--	13	7	0	--	--	
4. 6-10 hours	5	0	0	3	4	6	--	--	0	7	0	--	--	
5. 11-20 hours	0	0	2	0	0	1	--	--	0	0	0	--	--	
6. Over 20 hours	0	0	0	1	0	1	--	--	0	0	0	--	--	
(N)	(97)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
k. Hours on door gunnery														
1. 0 hours	85	80	73	47	47	45	--	--	94	85	94	--	--	
2. 1-2 hours	2	4	9	4	12	9	--	--	0	6	0	--	--	
3. 3-5 hours	3	5	6	8	8	12	--	--	0	0	0	--	--	
4. 6-10 hours	3	2	2	10	8	5	--	--	0	6	0	--	--	
5. 11-20 hours	2	1	3	4	4	3	--	--	0	0	0	--	--	
6. Over 20 hours	6	7	6	27	22	25	--	--	6	3	6	--	--	
(N)	(106)	(179)	(64)	(49)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	92	99	99	82	89	88	--	--	88	87	99	--	--	
2. 1-2 hours	1	0	0	5	6	1	--	--	0	0	0	--	--	
3. 3-5 hours	4	0	0	3	2	1	--	--	13	13	0	--	--	
4. 6-10 hours	1	0	0	4	2	5	--	--	0	0	0	--	--	
5. 11-20 hours	2	0	0	4	0	1	--	--	0	0	0	--	--	
6. Over 20 hours	0	0	0	3	0	3	--	--	0	0	0	--	--	
(N)	(97)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
l. Hours on navigation														
1. 0 hours	94	94	89	84	76	75	--	--	94	97	94	--	--	
2. 1-2 hours	1	2	2	4	6	9	--	--	0	0	0	--	--	
3. 3-5 hours	1	1	3	0	4	2	--	--	0	0	0	--	--	
4. 6-10 hours	2	2	5	8	7	6	--	--	0	0	0	--	--	
5. 11-20 hours	0	1	0	0	4	1	--	--	0	3	6	--	--	
6. Over 20 hours	0	2	2	4	3	6	--	--	6	0	0	--	--	
(N)	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	92	99	96	86	89	83	--	--	88	80	99	--	--	
2. 1-2 hours	5	0	0	7	2	3	--	--	13	7	0	--	--	
3. 3-5 hours	1	0	0	3	6	7	--	--	0	0	0	--	--	
4. 6-10 hours	2	0	4	4	0	5	--	--	0	7	0	--	--	
5. 11-20 hours	0	0	0	1	2	2	--	--	0	7	0	--	--	
6. Over 20 hours	0	0	0	0	0	0	--	--	0	0	0	--	--	
(N)	(97)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
m. Hours on crash rescue														
1. 0 hours	92	83	82	78	67	70	--	--	83	94	89	--	--	
2. 1-2 hours	4	7	8	18	12	10	--	--	6	0	0	--	--	
3. 3-5 hours	3	3	6	2	8	6	--	--	0	3	11	--	--	
4. 6-10 hours	2	4	2	2	6	3	--	--	6	0	0	--	--	
5. 11-20 hours	0	1	2	0	3	4	--	--	0	0	0	--	--	
6. Over 20 hours	0	1	2	0	4	6	--	--	6	3	0	--	--	
(N)	(106)	(180)	(65)	(49)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	88	90	86	88	89	90	--	--	88	87	96	--	--	
2. 1-2 hours	8	8	4	9	6	5	--	--	0	0	0	--	--	
3. 3-5 hours	2	3	4	1	2	0	--	--	13	7	4	--	--	
4. 6-10 hours	2	0	4	0	2	3	--	--	0	7	0	--	--	
5. 11-20 hours	0	0	2	1	0	2	--	--	0	0	0	--	--	
6. Over 20 hours	0	0	2	0	0	0	--	--	0	0	0	--	--	
(N)	(97)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv.	Maint Off.	Shop Mechanics			Enl Supv.	Maint Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
n. Hours on sling loading														
1. 0 hours	92	97	78	88	80	73	--	--	89	88	83	--	--	
2. 1-2 hours	5	4	12	4	6	14	--	--	6	3	6	--	--	
3. 3-5 hours	2	4	6	6	3	4	--	--	0	3	0	--	--	
4. 6-10 hours	2	3	0	2	2	1	--	--	0	6	6	--	--	
5. 11-20 hours	0	1	3	0	3	3	--	--	0	0	6	--	--	
6. Over 20 hours	0	1	0	0	5	4	--	--	6	0	0	--	--	
(N)	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	90	95	95	91	91	88	--	--	88	93	96	--	--	
2. 1-2 hours	5	5	2	7	9	6	--	--	0	0	4	--	--	
3. 3-5 hours	5	0	2	0	0	2	--	--	13	0	0	--	--	
4. 6-10 hours	0	0	0	3	0	1	--	--	0	7	0	--	--	
5. 11-20 hours	0	0	0	0	0	0	--	--	0	0	0	--	--	
6. Over 20 hours	0	0	2	0	0	2	--	--	0	0	0	--	--	
(N)	(96)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
o. Hours on aircraft weapons system maintenance														
1. 0 hours	92	84	82	66	59	58	--	--	94	97	89	--	--	
2. 1-2 hours	1	3	6	10	7	12	--	--	0	0	0	--	--	
3. 3-5 hours	2	4	3	6	9	4	--	--	0	3	0	--	--	
4. 6-10 hours	3	3	5	8	8	6	--	--	0	0	6	--	--	
5. 11-20 hours	0	2	0	2	3	4	--	--	0	0	6	--	--	
6. Over 20 hours	3	3	5	8	14	15	--	--	6	0	0	--	--	
(N)	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	91	99	98	84	87	90	--	--	88	87	99	--	--	
2. 1-2 hours	3	0	0	7	6	2	--	--	13	0	0	--	--	
3. 3-5 hours	5	0	0	1	2	2	--	--	0	7	0	--	--	
4. 6-10 hours	0	0	2	3	0	1	--	--	0	0	0	--	--	
5. 11-20 hours	0	0	0	1	4	0	--	--	0	7	0	--	--	
6. Over 20 hours	1	0	0	4	0	5	--	--	0	0	0	--	--	
(N)	(96)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
p. Hours on ammunition handling for aircraft weapons systems														
1. 0 hours	91	82	74	62	58	55	--	--	89	94	94	--	--	
2. 1-2 hours	2	6	14	10	11	14	--	--	0	3	0	--	--	
3. 3-5 hours	1	4	6	8	11	6	--	--	6	3	0	--	--	
4. 6-10 hours	3	3	2	6	6	9	--	--	0	0	0	--	--	
5. 11-20 hours	1	1	0	6	2	3	--	--	0	0	6	--	--	
6. Over 20 hours	3	4	5	8	12	12	--	--	6	0	0	--	--	
(N)	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	90	99	98	82	91	88	--	--	99	80	99	--	--	
2. 1-2 hours	5	0	2	3	2	5	--	--	0	0	0	--	--	
3. 3-5 hours	3	0	0	5	2	2	--	--	0	0	0	--	--	
4. 6-10 hours	1	0	0	5	2	1	--	--	0	7	0	--	--	
5. 11-20 hours	0	0	0	1	2	0	--	--	0	7	0	--	--	
6. Over 20 hours	1	0	0	4	0	3	--	--	0	7	0	--	--	
(N)	(96)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
q. Hours on POL handling for aircraft														
1. 0 hours	83	77	72	56	59	64	--	--	83	91	78	--	--	
2. 1-2 hours	6	10	14	16	13	13	--	--	6	0	6	--	--	
3. 3-5 hours	4	6	6	8	8	4	--	--	0	3	6	--	--	
4. 6-10 hours	6	2	5	6	6	6	--	--	6	6	6	--	--	
5. 11-20 hours	1	3	0	4	2	2	--	--	0	0	0	--	--	
6. Over 20 hours	1	1	3	10	12	10	--	--	6	0	6	--	--	
(N)	(105)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	88	88	88	80	83	67	--	--	75	80	85	--	--	
2. 1-2 hours	7	3	5	7	2	10	--	--	13	7	12	--	--	
3. 3-5 hours	2	5	4	5	2	13	--	--	13	7	0	--	--	
4. 6-10 hours	0	0	0	4	6	7	--	--	0	0	4	--	--	
5. 11-20 hours	3	0	4	1	0	0	--	--	0	0	0	--	--	
6. Over 20 hours	0	5	0	3	6	2	--	--	0	7	0	--	--	
(N)	(96)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint Off.	Shop Mechanics			Enl. Supv.	Maint Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
r. Hours on handling of aircraft														
1. 0 hours	67	66	59	63	58	61	--	--	67	71	61	--	--	
2. 1-2 hours	8	8	17	14	8	12	--	--	0	6	6	--	--	
3. 3-5 hours	8	6	9	4	9	6	--	--	6	6	6	--	--	
4. 6-10 hours	7	7	5	8	10	8	--	--	11	3	11	--	--	
5. 11-20 hours	5	1	3	4	5	0	--	--	0	3	0	--	--	
6. Over 20 hours	6	13	6	6	10	12	--	--	17	12	17	--	--	
(N)	(106)	(180)	(64)	(49)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	71	65	79	71	64	64	--	--	63	53	85	--	--	
2. 1-2 hours	13	5	9	8	11	10	--	--	0	13	4	--	--	
3. 3-5 hours	5	5	2	9	6	9	--	--	13	13	4	--	--	
4. 6-10 hours	4	13	7	5	11	3	--	--	13	7	0	--	--	
5. 11-20 hours	2	3	2	4	4	2	--	--	13	0	4	--	--	
6. Over 20 hours	5	10	2	3	4	10	--	--	0	13	4	--	--	
(N)	(96)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
s. Hours on preparation of aircraft for storage or shipment														
1. 0 hours	92	87	91	96	92	91	--	--	78	88	72	--	--	
2. 1-2 hours	3	4	3	4	2	3	--	--	6	3	0	--	--	
3. 3-5 hours	2	3	2	0	3	2	--	--	0	3	0	--	--	
4. 6-10 hours	2	3	3	0	2	3	--	--	11	0	6	--	--	
5. 11-20 hours	1	1	0	0	1	0	--	--	0	3	6	--	--	
6. Over 20 hours	1	2	2	0	1	1	--	--	6	3	17	--	--	
(N)	(106)	(180)	(64)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	90	95	93	89	96	85	--	--	99	80	85	--	--	
2. 1-2 hours	4	0	2	5	2	5	--	--	0	7	4	--	--	
3. 3-5 hours	2	0	2	1	0	2	--	--	0	7	4	--	--	
4. 6-10 hours	3	0	0	1	2	2	--	--	0	7	8	--	--	
5. 11-20 hours	1	3	2	3	0	1	--	--	0	0	0	--	--	
6. Over 20 hours	0	3	2	0	0	5	--	--	0	0	0	--	--	
(N)	(96)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
t. Hours on internal loading of aircraft														
1. 0 hours	88	88	88	78	66	73	--	--	83	91	89	--	--	
2. 1-2 hours	4	3	11	10	5	6	--	--	6	3	6	--	--	
3. 3-5 hours	6	2	2	4	5	4	--	--	0	3	0	--	--	
4. 6-10 hours	2	1	3	2	3	3	--	--	6	3	0	--	--	
5. 11-20 hours	0	2	0	2	4	1	--	--	0	0	0	--	--	
6. Over 20 hours	1	4	2	4	16	12	--	--	6	0	6	--	--	
(N)	(106)	(180)	(65)	(49)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	82	88	83	82	89	83	--	--	99	73	88	--	--	
2. 1-2 hours	7	3	7	12	2	1	--	--	0	7	4	--	--	
3. 3-5 hours	3	3	0	1	4	3	--	--	0	7	4	--	--	
4. 6-10 hours	2	0	0	4	2	7	--	--	0	13	0	--	--	
5. 11-20 hours	4	3	4	1	0	2	--	--	0	0	4	--	--	
6. Over 20 hours	1	5	6	0	2	3	--	--	0	0	0	--	--	
(N)	(96)	(40)	(54)	(76)	(47)	(86)			(8)	(15)	(26)			
u. Hours on aircraft recovery														
1. 0 hours	91	83	78	90	76	77	--	--	89	91	83	--	--	
2. 1-2 hours	3	6	5	6	9	8	--	--	6	0	0	--	--	
3. 3-5 hours	3	2	9	4	6	4	--	--	0	3	6	--	--	
4. 6-10 hours	3	5	3	0	3	3	--	--	0	3	0	--	--	
5. 11-20 hours	1	4	3	0	3	4	--	--	0	0	0	--	--	
6. Over 20 hours	0	1	2	0	3	3	--	--	6	3	11	--	--	
(N)	(106)	(180)	(65)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	84	90	91	89	94	94	--	--	63	80	88	--	--	
2. 1-2 hours	4	5	2	5	6	1	--	--	13	0	4	--	--	
3. 3-5 hours	4	0	2	1	0	0	--	--	0	13	4	--	--	
4. 6-10 hours	3	5	4	1	0	2	--	--	13	0	0	--	--	
5. 11-20 hours	2	0	2	3	0	1	--	--	13	0	4	--	--	
6. Over 20 hours	2	0	0	0	0	1	--	--	0	7	0	--	--	
(N)	(96)	(40)	(57)	(76)	(47)	(86)			(9)	(15)	(26)			

Questionnaire Item	Organizational Personnel								DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
v. Hours on use and maintenance of field portable refueling equipment														
1. 0 hours	90	90	90	82	77	81	--	--	89	94	89	--	--	
2. 1-2 hours	3	3	2	6	6	8	--	--	0	3	0	--	--	
3. 3-5 hours	3	3	6	6	3	4	--	--	6	0	0	--	--	
4. 6-10 hours	3	1	2	2	5	1	--	--	0	3	11	--	--	
5. 11-20 hours	1	2	0	2	1	0	--	--	0	0	0	--	--	
6. Over 20 hours	1	2	0	2	7	5	--	--	6	0	0	--	--	
(N)	(106)	(179)	(63)	(50)	(173)	(97)			(18)	(34)	(18)			
1. 0 hours	91	99	91	93	94	95	--	--	75	80	96	--	--	
2. 1-2 hours	4	0	4	4	4	2	--	--	13	0	0	--	--	
3. 3-5 hours	2	0	2	1	2	0	--	--	13	13	4	--	--	
4. 6-10 hours	1	0	2	1	0	0	--	--	0	0	0	--	--	
5. 11-20 hours	1	0	2	0	0	1	--	--	0	7	0	--	--	
6. Over 20 hours	1	0	0	0	0	1	--	--	0	0	0	--	--	
(N)	(96)	(40)	(57)	(76)	(47)	(86)			(8)	(15)	(26)			
34. Do you feel that you have adequate training and experience to instruct others in the majority of UH-1 maintenance performed by your unit?														
1. Yes, very adequate	9	25	25	6	18	22	45	--	11	21	26	45	--	
2. Yes, somewhat adequate	50	61	60	71	69	69	48	--	44	71	68	45	--	
3. No, somewhat inadequate	30	12	10	16	10	9	5	--	39	9	5	6	--	
4. No, very inadequate	10	1	5	6	3	0	2	--	6	0	0	4	--	
(N)	(106)	(181)	(63)	(49)	(175)	(100)	(130)		(18)	(34)	(19)	(49)		
1. Yes, very adequate	7	18	23	9	23	34	43	--	38	13	27	39	--	
2. Yes, somewhat adequate	44	53	72	38	55	59	51	--	25	53	50	51	--	
3. No, somewhat inadequate	41	27	4	49	15	5	3	--	38	33	15	6	--	
4. No, very inadequate	7	2	2	4	6	2	3	--	0	0	8	4	--	
(N)	(99)	(45)	(57)	(76)	(47)	(87)	(120)		(8)	(15)	(26)	(79)		

Work Conditions, SOPs, and Number of Personnel and Aircraft

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv	Maint Off.	Shop Mechanics			Enl. Supv	Maint Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
1. How do you rate the general working conditions in your unit? Do not consider ambient environment.													
1. Poor	--	--	--	--	--	--	--	7	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	36	--	--	--	--	25
3. Good	--	--	--	--	--	--	--	34	--	--	--	--	25
4. Very good	--	--	--	--	--	--	--	19	--	--	--	--	31
5. Excellent	--	--	--	--	--	--	--	4	--	--	--	--	17
(N)								(70)					(12)
1. Poor	--	--	--	--	--	--	--	10	--	--	--	--	11
2. Fair	--	--	--	--	--	--	--	14	--	--	--	--	4
3. Good	--	--	--	--	--	--	--	26	--	--	--	--	15
4. Very good	--	--	--	--	--	--	--	30	--	--	--	--	44
5. Excellent	--	--	--	--	--	--	--	20	--	--	--	--	26
(N)								(80)					(27)
2. Including everything except meals, sleep and recreation, approximately how many hours do you work each week?													
1. Less than 40 hours	1	0	3	4	2	1	--	--	0	0	5	--	--
2. 40-49 hours	4	4	6	2	2	2	--	--	0	3	0	--	--
3. 50-59 hours	13	10	11	9	5	6	--	--	17	18	11	--	--
4. 60-69 hours	28	24	23	21	7	12	--	--	39	44	37	--	--
5. 70-79 hours	17	35	25	28	22	27	--	--	22	24	26	--	--
6. 80 hours or more	38	27	32	36	63	52	--	--	22	12	21	--	--
(N)	(108)	(186)	(65)	(47)	(174)	(98)			(18)	(34)	(19)		
1. Less than 40 hours	11	7	9	14	11	19	--	--	13	13	15	--	--
2. 40-49 hours	54	52	48	49	43	33	--	--	75	67	65	--	--
3. 50-59 hours	28	33	23	27	32	33	--	--	0	13	15	--	--
4. 60-69 hours	5	4	13	6	4	11	--	--	13	0	4	--	--
5. 70-79 hours	1	0	4	4	4	1	--	--	0	0	0	--	--
6. 80 hours or more	1	4	4	0	6	4	--	--	0	7	0	--	--
(N)	(98)	(46)	(56)	(79)	(47)	(85)			(8)	(15)	(26)		
3. Approximately how many hours per week do you work at UH-1 maintenance duties?													
1. Less than 10 hours	3	2	3	2	1	1	--	--	22	9	17	--	--
2. 10-19 hours	1	1	5	9	4	3	--	--	0	6	0	--	--
3. 20-29 hours	4	2	5	19	10	7	--	--	0	3	11	--	--
4. 30-39 hours	6	5	9	4	10	11	--	--	22	15	6	--	--
5. 40-49 hours	14	16	11	15	8	9	--	--	17	18	28	--	--
6. 50-59 hours	25	15	25	13	13	20	--	--	17	24	17	--	--
7. 60-69 hours	19	26	8	13	13	12	--	--	11	24	11	--	--
8. 70-79 hours	14	19	22	6	13	15	--	--	6	0	11	--	--
9. 80 hours or more	15	15	14	19	28	21	--	--	6	0	0	--	--
(N)	(109)	(184)	(65)	(47)	(173)	(97)			(18)	(33)	(18)		
1. Less than 10 hours	6	9	9	6	4	8	--	--	13	13	38	--	--
2. 10-19 hours	2	2	5	3	0	14	--	--	13	33	15	--	--
3. 20-29 hours	16	9	20	24	11	19	--	--	0	0	12	--	--
4. 30-39 hours	21	30	18	28	38	29	--	--	50	13	31	--	--
5. 40-49 hours	44	37	29	28	34	20	--	--	25	27	0	--	--
6. 50-59 hours	4	9	7	10	9	9	--	--	0	7	4	--	--
7. 60-69 hours	5	0	9	1	0	0	--	--	0	0	0	--	--
8. 70-79 hours	0	0	4	0	0	0	--	--	0	0	0	--	--
9. 80 hours or more	1	4	0	0	4	0	--	--	0	7	0	--	--
(N)	(98)	(46)	(56)	(79)	(47)	(85)			(8)	(15)	(26)		
4. Approximately how many hours per week do you work on maintenance duties of aircraft other than UH-1's?													
1. 0 hours	89	91	97	85	84	81	--	--	78	75	71	--	--
2. 1-4 hours	3	2	2	0	3	0	--	--	0	6	6	--	--
3. 5-9 hours	3	1	0	7	3	9	--	--	0	6	12	--	--
4. 10-14 hours	4	3	2	2	6	6	--	--	22	6	6	--	--
5. 15-19 hours	0	1	0	2	1	0	--	--	0	0	0	--	--
6. 20 hours or more	2	2	0	4	4	3	--	--	0	6	6	--	--
(N)	(107)	(182)	(63)	(46)	(170)	(96)			(18)	(32)	(17)		
1. 0 hours	86	91	88	75	77	81	--	--	63	87	85	--	--
2. 1-4 hours	0	0	2	1	4	4	--	--	0	7	0	--	--
3. 5-9 hours	5	4	4	13	11	6	--	--	0	0	0	--	--
4. 10-14 hours	2	0	5	9	4	6	--	--	13	0	4	--	--
5. 15-19 hours	1	2	2	3	2	0	--	--	0	0	0	--	--
6. 20 hours or more	6	2	0	0	2	4	--	--	25	7	12	--	--
(N)	(97)	(46)	(56)	(56)	(79)	(47)			(8)	(15)	(26)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
5. Approximately how many hours per week do you work on wheeled vehicle maintenance duties?													
1. 0 hours	82	81	76	83	89	86	--	--	94	88	72	--	--
2. 1-2 hours	3	8	11	9	2	6	--	--	0	3	11	--	--
3. 3-4 hours	4	3	3	2	2	1	--	--	0	0	0	--	--
4. 5-6 hours	7	4	8	4	4	3	--	--	6	9	11	--	--
5. 7-8 hours	1	1	0	2	1	1	--	--	0	0	0	--	--
6. 9-10 hours	1	2	2	0	2	1	--	--	0	0	6	--	--
7. 11 hours or more	2	1	0	0	1	1	--	--	0	0	0	--	--
(N)	(107)	(182)	(63)	(46)	(170)	(96)			(17)	(32)	(18)		
1. 0 hours	92	91	86	92	91	87	--	--	99	67	62	--	--
2. 1-2 hours	2	0	5	3	0	1	--	--	0	13	15	--	--
3. 3-4 hours	2	0	0	3	0	2	--	--	0	7	12	--	--
4. 5-6 hours	3	7	0	1	4	5	--	--	0	7	8	--	--
5. 7-8 hours	0	0	2	1	0	1	--	--	0	7	0	--	--
6. 9-10 hours	0	2	7	0	4	2	--	--	0	0	0	--	--
7. 11 hours or more	1	0	0	0	0	1	--	--	0	0	4	--	--
(N)	(97)	(46)	(56)	(79)	(47)	(85)			(8)	(15)	(26)		
6. Approximately how many hours per week do you spend attending unit classroom training in aviation maintenance subjects?													
1. 0 hours	99	98	95	91	96	95	--	--	94	99	99	--	--
2. 1-2 hours	1	0	5	2	3	2	--	--	0	0	0	--	--
3. 3-4 hours	0	0	0	0	0	0	--	--	0	0	0	--	--
4. 5-6 hours	0	0	0	4	1	1	--	--	0	0	0	--	--
5. 7-8 hours	0	0	0	0	0	0	--	--	0	0	0	--	--
6. 9-10 hours	0	1	0	0	0	1	--	--	0	0	0	--	--
7. 11 hours or more	0	1	0	2	0	1	--	--	6	0	0	--	--
(N)	(107)	(182)	(63)	(46)	(170)	(96)			(18)	(32)	(17)		
1. 0 hours	87	85	80	77	89	84	--	--	99	87	73	--	--
2. 1-2 hours	10	15	9	13	6	8	--	--	0	13	15	--	--
3. 3-4 hours	1	0	2	5	0	5	--	--	0	0	4	--	--
4. 5-6 hours	2	0	7	4	2	1	--	--	0	0	4	--	--
5. 7-8 hours	0	0	2	1	2	1	--	--	0	0	4	--	--
6. 9-10 hours	0	0	0	0	0	1	--	--	0	0	0	--	--
7. 11 hours or more	0	0	0	0	0	0	--	--	0	0	0	--	--
(N)	(97)	(46)	(56)	(79)	(47)	(85)			(8)	(15)	(26)		
7. Approximately how many hours per week do you spend attending unit classroom training in non-aviation maintenance subjects?													
1. 0 hours	95	96	90	83	96	90	--	--	99	84	76	--	--
2. 1-2 hours	5	4	6	7	2	3	--	--	0	9	12	--	--
3. 3-4 hours	0	0	2	4	1	2	--	--	0	0	6	--	--
4. 5-6 hours	0	0	2	7	1	2	--	--	0	3	0	--	--
5. 7-8 hours	0	0	0	0	0	1	--	--	0	3	0	--	--
6. 9-10 hours	0	0	0	0	0	1	--	--	0	0	0	--	--
7. 11 hours or more	0	0	0	0	0	1	--	--	0	0	6	--	--
(N)	(107)	(181)	(63)	(46)	(170)	(96)			(18)	(32)	(17)		
1. 0 hours	74	72	64	73	57	47	--	--	88	40	38	--	--
2. 1-2 hours	20	17	14	14	23	22	--	--	13	20	19	--	--
3. 3-4 hours	3	9	4	3	11	14	--	--	0	33	23	--	--
4. 5-6 hours	2	2	9	8	4	6	--	--	0	7	4	--	--
5. 7-8 hours	1	0	4	1	4	4	--	--	0	0	0	--	--
6. 9-10 hours	0	0	2	0	0	4	--	--	0	0	12	--	--
7. 11 hours or more	0	0	4	1	0	4	--	--	0	0	4	--	--
(N)	(97)	(46)	(56)	(79)	(47)	(85)			(8)	(15)	(26)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint Off.	Shop Mechanics			Enl. Supv.	Maint Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
8. Approximately how many hours per week do you (does the typical 67N20 in your unit) work on non-maintenance duties?														
1. 2 hours or less	23	36	33	30	29	21	3	--	11	26	33	4	--	--
2. 3-4 hours	6	8	6	2	2	1	12	--	6	3	6	6	--	--
3. 5-7 hours	11	11	11	11	5	12	9	--	6	3	0	12	--	--
4. 8-10 hours	17	18	8	9	14	13	24	--	11	9	0	16	--	--
5. 11-15 hours	7	7	8	6	7	8	14	--	17	15	11	10	--	--
6. 16-20 hours	13	5	17	9	5	14	15	--	6	12	33	14	--	--
7. 21 hours or more	22	15	16	34	37	32	24	--	44	32	17	37	--	--
(N)	(107)	(184)	(63)	(47)	(171)	(95)	(130)		(18)	(34)	(18)	(49)		
1. 2 hours or less	41	43	36	38	49	28	4	--	25	27	35	4	--	--
2. 3-4 hours	8	2	14	6	2	6	14	--	13	20	0	3	--	--
3. 5-7 hours	18	15	14	20	15	20	12	--	25	0	8	11	--	--
4. 8-10 hours	14	13	11	11	19	16	23	--	38	13	15	18	--	--
5. 11-15 hours	10	11	7	6	4	9	17	--	0	13	8	20	--	--
6. 16-20 hours	4	4	2	8	6	8	7	--	0	7	8	25	--	--
7. 21 hours or more	4	11	16	10	4	12	23	--	0	20	27	20	--	--
(N)	(97)	(46)	(56)	(79)	(47)	(85)	(117)		(8)	(15)	(26)	(80)		
9. Enter the number of days during the past month you were required to perform UH-1 maintenance under the conditions listed.														
a. In the rain														
1. 0 days	46	59	56	47	58	52	--	--	72	61	89	--	--	--
2. 1-4 days	17	13	23	17	14	22	--	--	11	15	6	--	--	--
3. 5-9 days	11	10	8	15	12	7	--	--	11	3	0	--	--	--
4. 10-14 days	7	6	3	4	8	11	--	--	6	15	6	--	--	--
5. 15-19 days	6	6	6	6	3	3	--	--	0	0	0	--	--	--
6. 20 or more days	13	6	5	11	5	5	--	--	0	6	0	--	--	--
(N)	(105)	(179)	(65)	(47)	(171)	(99)			(18)	(33)	(18)			
1. 0 days	46	52	39	23	31	45	--	--	38	87	85	--	--	--
2. 1-4 days	45	29	50	56	48	47	--	--	63	7	15	--	--	--
3. 5-9 days	7	14	9	20	15	6	--	--	0	0	0	--	--	--
4. 10-14 days	2	5	0	1	6	2	--	--	0	7	0	--	--	--
5. 15-19 days	0	0	0	0	0	0	--	--	0	0	0	--	--	--
6. 20 or more days	0	0	2	0	0	0	--	--	0	0	0	--	--	--
(N)	(96)	(42)	(56)	(75)	(48)	(83)			(8)	(15)	(26)			
b. At night														
1. 0 days	19	11	12	13	12	9	--	--	44	50	39	--	--	--
2. 1-4 days	22	17	20	33	17	16	--	--	39	29	33	--	--	--
3. 5-9 days	15	19	20	20	14	15	--	--	11	12	6	--	--	--
4. 10-14 days	12	15	14	7	13	19	--	--	6	3	11	--	--	--
5. 15-19 days	11	5	5	7	11	11	--	--	0	0	6	--	--	--
6. 20 or more days	20	33	29	22	34	29	--	--	0	6	6	--	--	--
(N)	(105)	(175)	(65)	(46)	(169)	(98)			(18)	(34)	(18)			
1. 0 days	52	46	35	21	19	29	--	--	63	67	85	--	--	--
2. 1-4 days	22	15	22	28	27	35	--	--	25	13	15	--	--	--
3. 5-9 days	8	10	13	11	25	11	--	--	13	0	0	--	--	--
4. 10-14 days	8	10	18	11	13	12	--	--	0	7	0	--	--	--
5. 15-19 days	7	2	4	13	8	4	--	--	0	0	0	--	--	--
6. 20 or more days	2	17	9	16	8	9	--	--	0	13	0	--	--	--
(N)	(95)	(41)	(55)	(75)	(48)	(82)			(8)	(15)	(26)			
c. Without maintenance shelters														
1. 0 days	40	34	31	21	12	13	--	--	78	62	72	--	--	--
2. 1-4 days	10	10	20	15	8	6	--	--	6	3	6	--	--	--
3. 5-9 days	13	10	3	9	5	4	--	--	6	12	0	--	--	--
4. 10-14 days	13	8	5	4	10	10	--	--	6	3	0	--	--	--
5. 15-19 days	5	4	9	2	5	10	--	--	0	3	6	--	--	--
6. 20 or more days	19	34	32	49	61	56	--	--	6	18	17	--	--	--
(N)	(104)	(178)	(65)	(47)	(168)	(98)			(18)	(34)	(18)			
1. 0 days	55	61	63	32	40	45	--	--	38	87	80	--	--	--
2. 1-4 days	13	7	11	7	9	16	--	--	38	7	16	--	--	--
3. 5-9 days	6	5	4	5	4	6	--	--	25	0	4	--	--	--
4. 10-14 days	4	2	4	5	2	7	--	--	0	7	0	--	--	--
5. 15-19 days	1	2	2	5	11	5	--	--	0	0	0	--	--	--
6. 20 or more days	21	22	18	45	34	21	--	--	0	0	0	--	--	--
(N)	(95)	(41)	(56)	(74)	(47)	(82)			(8)	(15)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Ent. Supv.	Maint. Off.	Shop Mechanics			Ent. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
d. Windy conditions														
1. 0 days	50	45	45	40	40	32	--	--	71	53	74	--	--	
2. 1-4 days	15	13	9	13	14	16	--	--	12	16	16	--	--	
3. 5-9 days	7	13	6	17	12	14	--	--	0	6	5	--	--	
4. 10-14 days	10	6	14	15	9	12	--	--	6	3	0	--	--	
5. 15-19 days	6	5	6	4	6	10	--	--	0	0	0	--	--	
6. 20 or more days	12	17	20	11	18	15	--	--	12	22	5	--	--	
(N)	(105)	(178)	(65)	(47)	(170)	(99)			(17)	(32)	(19)			
1. 0 days	54	50	41	26	34	36	--	--	38	67	84	--	--	
2. 1-4 days	14	14	21	24	23	21	--	--	38	27	8	--	--	
3. 5-9 days	11	14	11	15	13	22	--	--	25	0	8	--	--	
4. 10-14 days	13	5	13	22	11	11	--	--	0	7	0	--	--	
5. 15-19 days	1	7	2	7	2	1	--	--	0	0	0	--	--	
6. 20 or more days	8	10	13	7	17	9	--	--	0	0	0	--	--	
(N)	(95)	(42)	(56)	(74)	(47)	(81)			(8)	(15)	(25)			
e. Heavy blowing dust or sand														
1. 0 days	56	43	38	37	40	41	--	--	47	45	58	--	--	
2. 1-4 days	14	12	9	30	11	12	--	--	18	15	5	--	--	
3. 5-9 days	6	8	8	17	13	5	--	--	6	18	5	--	--	
4. 10-14 days	11	7	9	7	12	9	--	--	18	6	11	--	--	
5. 15-19 days	3	2	6	0	5	12	--	--	6	3	5	--	--	
6. 20 or more days	10	27	29	9	20	20	--	--	6	12	16	--	--	
(N)	(105)	(177)	(65)	(46)	(171)	(99)			(17)	(33)	(19)			
1. 0 days	82	84	82	83	89	87	--	--	75	87	99	--	--	
2. 1-4 days	5	5	11	12	4	7	--	--	25	7	0	--	--	
3. 5-9 days	4	5	2	4	4	4	--	--	0	7	0	--	--	
4. 10-14 days	4	2	2	1	0	1	--	--	0	0	0	--	--	
5. 15-19 days	0	0	0	0	0	0	--	--	0	0	0	--	--	
6. 20 or more days	4	5	4	0	2	1	--	--	0	0	0	--	--	
(N)	(96)	(43)	(56)	(75)	(47)	(83)			(8)	(15)	(26)			
f. Hostile fire														
1. 0 days	96	94	89	92	84	79	--	--	99	99	99	--	--	
2. 1-4 days	4	4	9	8	14	16	--	--	0	0	0	--	--	
3. 5-9 days	0	1	2	0	1	2	--	--	0	0	0	--	--	
4. 10-14 days	0	0	0	0	0	1	--	--	0	0	0	--	--	
5. 15-19 days	0	0	0	0	1	1	--	--	0	0	0	--	--	
6. 20 or more days	0	1	0	0	1	1	--	--	0	0	0	--	--	
(N)	(107)	(180)	(65)	(49)	(171)	(101)			(17)	(34)	(19)			
1. 0 days	99	99	99	99	99	99	--	--	99	99	99	--	--	
2. 1-4 days	0	0	0	0	0	0	--	--	0	0	0	--	--	
3. 5-9 days	0	0	0	0	0	0	--	--	0	0	0	--	--	
4. 10-14 days	0	0	0	0	0	0	--	--	0	0	0	--	--	
5. 15-19 days	0	0	0	0	0	0	--	--	0	0	0	--	--	
6. 20 or more days	0	0	0	0	0	0	--	--	0	0	0	--	--	
(N)	(96)	(42)	(56)	(75)	(47)	(83)			(8)	(15)	(26)			
g. Extreme high temperature														
1. 0 days	64	56	46	64	52	41	--	--	81	53	53	--	--	
2. 1-4 days	7	7	3	6	4	2	--	--	6	13	6	--	--	
3. 5-9 days	6	4	8	9	5	6	--	--	0	9	0	--	--	
4. 10-14 days	4	3	8	6	7	8	--	--	6	0	6	--	--	
5. 15-19 days	2	2	5	0	4	5	--	--	0	3	0	--	--	
6. 20 or more days	18	28	31	15	28	37	--	--	6	22	35	--	--	
(N)	(105)	(176)	(65)	(47)	(170)	(97)			(16)	(32)	(17)			
1. 0 days	73	70	76	65	83	80	--	--	63	87	92	--	--	
2. 1-4 days	7	9	2	9	2	5	--	--	13	7	0	--	--	
3. 5-9 days	4	0	7	4	0	6	--	--	0	0	4	--	--	
4. 10-14 days	11	2	7	7	6	2	--	--	0	0	0	--	--	
5. 15-19 days	1	9	2	4	0	0	--	--	0	0	0	--	--	
6. 20 or more days	4	9	5	11	9	7	--	--	25	7	4	--	--	
(N)	(95)	(43)	(55)	(75)	(47)	(83)			(8)	(15)	(26)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
h. Extreme high humidity													
1. 0 days	57	55	48	53	54	43	--	--	75	44	53	--	--
2. 1-4 days	9	6	6	11	5	4	--	--	6	9	6	--	--
3. 5-9 days	8	6	8	11	4	2	--	--	0	13	0	--	--
4. 10-14 days	5	6	8	4	7	10	--	--	6	3	6	--	--
5. 15-19 days	4	2	5	4	4	10	--	--	0	3	0	--	--
6. 20 days or more	18	24	26	17	25	31	--	--	13	28	35	--	--
(N)	(104)	(176)	(65)	(47)	(169)	(98)			(16)	(32)	(17)		
1. 0 days	68	53	70	48	77	77	--	--	63	87	81	--	--
2. 1-4 days	6	12	7	13	9	5	--	--	13	7	4	--	--
3. 5-9 days	6	2	4	12	4	7	--	--	0	0	4	--	--
4. 10-14 days	10	9	7	11	2	4	--	--	0	0	4	--	--
5. 15-19 days	2	2	5	5	0	0	--	--	0	0	0	--	--
6. 20 days or more	8	21	7	11	9	7	--	--	25	7	8	--	--
(N)	(93)	(43)	(56)	(75)	(47)	(83)			(8)	(15)	(26)		
i. Extreme low temperature													
1. 0 days	93	95	22	99	97	98	--	--	99	97	99	--	--
2. 1-4 days	3	1	0	0	1	0	--	--	0	0	0	--	--
3. 5-9 days	2	2	3	0	0	0	--	--	0	3	0	--	--
4. 10-14 days	1	2	2	0	1	1	--	--	0	0	0	--	--
5. 15-19 days	1	0	2	0	1	0	--	--	0	0	0	--	--
6. 20 or more days	1	1	2	0	1	1	--	--	0	0	0	--	--
(N)	(107)	(180)	(65)	(48)	(172)	(100)			(16)	(34)	(19)		
1. 0 days	95	88	91	95	85	83	--	--	99	93	99	--	--
2. 1-4 days	5	5	5	4	9	9	--	--	0	7	0	--	--
3. 5-9 days	0	2	2	1	4	5	--	--	0	0	0	--	--
4. 10-14 days	0	2	0	0	0	2	--	--	0	0	0	--	--
5. 15-19 days	0	0	0	0	0	1	--	--	0	0	0	--	--
6. 20 or more days	0	2	2	0	2	0	--	--	0	0	0	--	--
(N)	(95)	(43)	(56)	(75)	(47)	(81)			(8)	(15)	(25)		
j. Intense sunlight													
1. 0 days	59	51	35	52	36	37	--	--	63	39	47	--	--
2. 1-4 days	9	5	6	13	10	4	--	--	19	19	18	--	--
3. 5-9 days	7	3	5	4	12	6	--	--	0	10	6	--	--
4. 10-14 days	8	5	5	2	11	4	--	--	13	10	0	--	--
5. 15-19 days	5	7	5	7	5	8	--	--	0	3	0	--	--
6. 20 or more days	13	29	45	22	27	41	--	--	6	19	29	--	--
(N)	(105)	(177)	(65)	(46)	(169)	(98)			(16)	(31)	(17)		
1. 0 days	64	60	68	51	60	63	--	--	38	86	81	--	--
2. 1-4 days	11	7	5	9	9	7	--	--	38	7	12	--	--
3. 5-9 days	2	7	7	5	9	10	--	--	0	0	4	--	--
4. 10-14 days	13	16	4	11	2	7	--	--	0	0	0	--	--
5. 15-19 days	2	2	5	11	6	1	--	--	0	7	0	--	--
6. 20 or more days	9	7	11	12	15	12	--	--	25	0	4	--	--
(N)	(94)	(43)	(56)	(74)	(47)	(83)			(8)	(14)	(26)		
k. Without adequate support equipment													
1. 0 days	81	77	71	75	57	55	--	--	88	78	89	--	--
2. 1-4 days	6	7	11	2	5	8	--	--	6	9	0	--	--
3. 5-9 days	5	5	5	6	8	10	--	--	0	0	5	--	--
4. 10-14 days	4	3	6	4	8	7	--	--	6	3	0	--	--
5. 15-19 days	2	3	0	6	4	7	--	--	0	0	5	--	--
6. 20 or more days	3	6	8	6	18	13	--	--	0	9	0	--	--
(N)	(105)	(179)	(65)	(48)	(170)	(101)			(16)	(32)	(19)		
1. 0 days	81	79	68	80	83	76	--	--	88	99	99	--	--
2. 1-4 days	2	7	9	7	4	9	--	--	13	0	0	--	--
3. 5-9 days	4	5	5	3	4	5	--	--	0	0	0	--	--
4. 10-14 days	4	0	0	3	4	1	--	--	0	0	0	--	--
5. 15-19 days	1	2	0	3	2	1	--	--	0	0	0	--	--
6. 20 or more days	7	7	18	5	2	9	--	--	0	0	0	--	--
(N)	(96)	(43)	(56)	(74)	(47)	(82)			(8)	(15)	(24)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
1. Without adequate rest														
1. 0 days	62	63	66	47	40	37	--	--	76	78	83	--	--	--
2. 1-4 days	11	10	6	19	11	17	--	--	18	6	0	--	--	--
3. 5-9 days	7	6	5	2	12	9	--	--	0	9	0	--	--	--
4. 10-14 days	4	6	6	9	12	14	--	--	6	0	6	--	--	--
5. 15-19 days	7	4	2	6	4	5	--	--	0	3	0	--	--	--
6. 20 or more days	9	11	15	17	22	18	--	--	0	3	11	--	--	--
(N)	(106)	(179)	(65)	(47)	(171)	(100)			(17)	(32)	(18)			
1. 0 days	88	84	86	75	91	90	--	--	88	93	96	--	--	--
2. 1-4 days	4	2	11	15	4	5	--	--	13	0	4	--	--	--
3. 5-9 days	3	5	0	5	0	1	--	--	0	0	0	--	--	--
4. 10-14 days	3	5	0	0	0	1	--	--	0	0	0	--	--	--
5. 15-19 days	0	2	0	1	0	1	--	--	0	0	0	--	--	--
6. 20 or more days	2	2	4	4	4	1	--	--	0	7	0	--	--	--
(N)	(96)	(43)	(56)	(75)	(47)	(83)			(8)	(15)	(26)			
m. Without adequate technical manuals														
1. 0 days	90	91	86	77	79	79	--	--	82	73	95	--	--	--
2. 1-4 days	4	4	3	6	2	4	--	--	6	12	0	--	--	--
3. 5-9 days	2	1	3	2	3	2	--	--	0	3	0	--	--	--
4. 10-14 days	1	1	2	2	4	3	--	--	12	6	0	--	--	--
5. 15-19 days	0	1	2	4	3	4	--	--	0	3	0	--	--	--
6. 20 or more days	4	3	5	9	8	8	--	--	0	3	5	--	--	--
(N)	(107)	(179)	(65)	(47)	(172)	(99)			(17)	(33)	(19)			
1. 0 days	84	81	82	85	85	94	--	--	99	99	88	--	--	--
2. 1-4 days	5	0	9	1	2	2	--	--	0	0	8	--	--	--
3. 5-9 days	3	9	4	3	0	0	--	--	0	0	4	--	--	--
4. 10-14 days	2	5	0	4	2	1	--	--	0	0	0	--	--	--
5. 15-19 days	2	2	0	1	2	0	--	--	0	0	0	--	--	--
6. 20 or more days	3	2	5	5	9	2	--	--	0	0	0	--	--	--
(N)	(95)	(43)	(56)	(75)	(47)	(83)			(8)	(15)	(26)			
n. Without adequate assistance														
1. 0 days	82	83	89	67	67	66	--	--	88	91	89	--	--	--
2. 1-4 days	10	6	2	11	4	11	--	--	0	3	0	--	--	--
3. 5-9 days	5	4	2	2	9	5	--	--	6	0	0	--	--	--
4. 10-14 days	1	3	3	7	5	6	--	--	6	0	0	--	--	--
5. 15-19 days	0	2	0	2	3	3	--	--	0	3	0	--	--	--
6. 20 or more days	2	2	5	9	13	9	--	--	0	3	11	--	--	--
(N)	(107)	(180)	(65)	(45)	(170)	(100)			(17)	(33)	(19)			
1. 0 days	78	74	85	84	77	77	--	--	99	87	96	--	--	--
2. 1-4 days	8	9	7	9	9	11	--	--	0	13	4	--	--	--
3. 5-9 days	5	7	4	3	4	5	--	--	0	0	0	--	--	--
4. 10-14 days	4	5	0	3	9	4	--	--	0	0	0	--	--	--
5. 15-19 days	2	0	0	0	0	1	--	--	0	0	0	--	--	--
6. 20 or more days	2	5	4	1	2	2	--	--	0	0	0	--	--	--
(N)	(95)	(43)	(55)	(75)	(47)	(83)			(8)	(15)	(26)			
o. Without proper tools														
1. 0 days	74	65	77	64	58	54	--	--	94	69	68	--	--	--
2. 1-4 days	13	10	8	16	8	6	--	--	0	13	5	--	--	--
3. 5-9 days	6	11	6	9	9	7	--	--	0	6	0	--	--	--
4. 10-14 days	3	7	5	0	11	7	--	--	6	3	11	--	--	--
5. 15-19 days	0	1	0	2	2	4	--	--	0	0	5	--	--	--
6. 20 or more days	5	6	5	9	12	21	--	--	0	9	11	--	--	--
(N)	(106)	(177)	(65)	(45)	(171)	(98)			(17)	(32)	(19)			
1. 0 days	55	53	58	73	68	67	--	--	88	93	88	--	--	--
2. 1-4 days	12	7	16	9	13	10	--	--	13	7	4	--	--	--
3. 5-9 days	8	5	4	7	2	8	--	--	0	0	0	--	--	--
4. 10-14 days	7	12	7	0	0	4	--	--	0	0	4	--	--	--
5. 15-19 days	3	7	2	3	4	1	--	--	0	0	0	--	--	--
6. 20 or more days	15	16	13	8	13	10	--	--	0	0	4	--	--	--
(N)	(95)	(43)	(55)	(74)	(47)	(83)			(8)	(15)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Ent Supv	Maint Off	Shop Mechanics			Ent Supv	Maint Off
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
p. Without adequate parts supply													
1. 0 days	57	50	57	54	45	55	--	--	65	52	63	--	--
2. 1-4 days	14	12	14	17	16	11	--	--	12	12	11	--	--
3. 5-9 days	9	13	9	9	10	10	--	--	0	9	0	--	--
4. 10-14 days	8	7	3	9	11	9	--	--	12	15	0	--	--
5. 15-19 days	5	3	5	2	5	5	--	--	6	3	16	--	--
6. 20 or more days	8	15	12	9	14	10	--	--	6	9	11	--	--
(N)	(106)	(179)	(65)	(46)	(170)	(99)			(17)	(33)	(19)		
1. 0 days	68	67	56	69	65	68	--	--	88	87	88	--	--
2. 1-4 days	7	5	15	11	9	14	--	--	0	7	4	--	--
3. 5-9 days	8	2	11	8	6	11	--	--	13	7	4	--	--
4. 10-14 days	4	9	2	3	6	1	--	--	0	0	4	--	--
5. 15-19 days	3	7	6	1	2	0	--	--	0	0	0	--	--
6. 20 or more days	8	9	11	8	11	6	--	--	0	0	0	--	--
(N)	(95)	(43)	(54)	(75)	(47)	(81)			(8)	(15)	(24)		
q. Without adequate protective clothing													
1. 0 days	92	90	92	87	91	88	--	--	94	94	95	--	--
2. 1-4 days	1	5	5	2	0	5	--	--	0	0	0	--	--
3. 5-9 days	1	2	0	0	2	1	--	--	0	0	0	--	--
4. 10-14 days	2	1	2	0	2	1	--	--	6	3	0	--	--
5. 15-19 days	2	1	0	2	0	1	--	--	0	0	0	--	--
6. 20 or more days	3	2	2	9	5	4	--	--	0	3	5	--	--
(N)	(107)	(177)	(64)	(46)	(172)	(83)			(17)	(32)	(19)		
1. 0 days	94	93	95	96	96	86	--	--	99	99	96	--	--
2. 1-4 days	2	2	2	3	2	7	--	--	0	0	0	--	--
3. 5-9 days	2	2	0	0	0	1	--	--	0	0	0	--	--
4. 10-14 days	0	0	2	1	0	2	--	--	0	0	0	--	--
5. 15-19 days	0	0	0	0	0	0	--	--	0	0	0	--	--
6. 20 or more days	2	2	2	0	2	4	--	--	0	0	4	--	--
(N)	(94)	(43)	(56)	(74)	(47)	(83)			(8)	(15)	(25)		
10. If hangars or maintenance tents are available to your unit, are they sufficiently lighted for night maintenance operations?													
1. No hangars or tents are available	--	--	--	--	--	--	18	--	--	--	--	6	--
2. Yes, very well lighted	--	--	--	--	--	--	22	--	--	--	--	12	--
3. Yes, fairly well lighted	--	--	--	--	--	--	40	--	--	--	--	35	--
4. No, fairly poorly lighted	--	--	--	--	--	--	15	--	--	--	--	22	--
5. No, very poorly lighted	--	--	--	--	--	--	5	--	--	--	--	24	--
(N)							(129)					(49)	
1. No hangars or tents are available	--	--	--	--	--	--	14	--	--	--	--	5	--
2. Yes, very well lighted	--	--	--	--	--	--	35	--	--	--	--	36	--
3. Yes, fairly well lighted	--	--	--	--	--	--	32	--	--	--	--	32	--
4. No, fairly poorly lighted	--	--	--	--	--	--	12	--	--	--	--	10	--
5. No, very poorly lighted	--	--	--	--	--	--	7	--	--	--	--	17	--
(N)							(123)					(81)	
11. What percentage of the UH-1 maintenance do you perform (is performed in your unit) under the following conditions?													
a. % is performed in hangar													
1. 0%	13	33	27	47	41	35	37	--	0	9	22	27	--
2. 1-19%	6	7	11	22	26	23	5	--	6	6	6	6	--
3. 20-39%	5	3	8	10	11	15	7	--	0	3	0	4	--
4. 40-59%	8	10	13	6	11	14	11	--	6	9	6	8	--
5. 60-79%	17	13	18	8	6	6	20	--	6	15	11	24	--
6. 80-99%	39	27	19	6	2	6	20	--	44	55	33	27	--
7. 100%	12	7	3	0	2	2	7	--	39	3	22	4	--
(N)	(104)	(181)	(62)	(49)	(171)	(101)	(127)		(18)	(33)	(18)	(49)	
1. 0%	30	14	16	29	15	9	11	--	0	7	0	0	--
2. 1-19%	6	5	9	30	17	18	3	--	0	0	0	0	--
3. 20-39%	7	16	7	14	35	23	3	--	0	0	0	0	--
4. 40-59%	4	5	4	16	9	13	8	--	13	0	4	6	--
5. 60-79%	11	7	14	1	9	11	26	--	13	3	8	16	--
6. 80-99%	23	37	32	8	15	23	31	--	62	60	50	64	--
7. 100%	18	16	18	1	0	2	17	--	15	20	38	14	--
(N)	(94)	(43)	(56)	(76)	(46)	(82)	(119)		(8)	(15)	(26)	(80)	

Questionnaire Item	Organizational Personnel								DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
b. % is performed in maintenance tent														
1. 0%	92	81	76	2	89	83	79	--	94	94	89	65	--	
2. 1-19%	3	6	11	2	6	6	6	--	6	3	11	24	--	
3. 20-39%	1	4	2	2	1	9	4	--	0	3	0	8	--	
4. 40-59%	1	4	6	4	2	0	6	--	0	0	0	2	--	
5. 60-79%	2	4	0	0	2	1	4	--	0	0	0	0	--	
6. 80-99%	1	1	5	0	1	1	2	--	0	0	0	0	--	
7. 100%	0	1	0	0	0	0	0	--	0	0	0	0	--	
(N)	(103)	(180)	(62)	(49)	(171)	(101)	(126)		(18)	(34)	(18)	(49)		
1. 0%	98	95	99	99	99	99	97	--	88	93	99	98	--	
2. 1-19%	0	5	0	0	0	0	2	--	13	0	0	3	--	
3. 20-39%	1	0	0	0	0	0	1	--	0	0	0	0	--	
4. 40-59%	1	0	0	0	0	0	0	--	0	0	0	0	--	
5. 60-79%	0	0	0	0	0	1	0	--	0	0	0	0	--	
6. 80-99%	0	0	0	0	0	0	0	--	0	7	0	0	--	
7. 100%	0	0	0	0	0	0	0	--	0	0	0	0	--	
(N)	(94)	(43)	(56)	(75)	(46)	(82)	(119)		(8)	(15)	(26)	(80)		
c. % is performed on hard stands														
1. 0%	36	28	31	39	20	20	21	--	39	21	39	10	--	
2. 1-19%	25	20	21	10	8	9	18	--	44	39	22	29	--	
3. 20-39%	18	19	19	10	15	13	29	--	11	18	11	22	--	
4. 40-59%	10	9	10	6	13	12	12	--	0	6	6	12	--	
5. 60-79%	2	4	6	10	11	17	6	--	0	6	0	12	--	
6. 80-99%	6	11	10	20	24	22	8	--	6	9	17	14	--	
7. 100%	3	8	3	4	9	7	6	--	0	0	6	0	--	
(N)	(103)	(180)	(62)	(49)	(171)	(100)	(126)		(18)	(33)	(18)	(49)		
1. 0%	43	30	41	14	15	20	23	--	38	33	54	25	--	
2. 1-19%	19	28	29	7	15	12	26	--	25	53	31	48	--	
3. 20-39%	11	16	13	8	7	16	30	--	25	13	8	25	--	
4. 40-59%	2	5	7	12	7	12	10	--	13	0	8	3	--	
5. 60-79%	3	9	2	9	35	22	3	--	0	0	0	0	--	
6. 80-99%	9	7	5	36	17	15	4	--	0	0	0	0	--	
7. 100%	14	5	4	14	4	4	3	--	0	0	0	0	--	
(N)	(94)	(43)	(56)	(76)	(46)	(82)	(119)		(8)	(15)	(26)	(80)		
d. % is performed on washtracks														
1. 0%	72	77	79	76	74	73	81	--	89	76	94	86	--	
2. 1-19%	24	21	19	22	20	19	18	--	11	21	6	14	--	
3. 20-39%	3	2	2	2	3	8	0	--	0	0	0	0	--	
4. 40-59%	0	0	0	0	1	0	0	--	0	3	0	0	--	
5. 60-79%	0	0	0	0	0	0	0	--	0	0	0	0	--	
6. 80-99%	1	0	0	0	0	0	0	--	0	0	0	0	--	
7. 100%	0	0	0	0	1	0	1	--	0	0	0	0	--	
(N)	(103)	(180)	(62)	(49)	(172)	(100)	(126)		(18)	(34)	(18)	(49)		
1. 0%	79	67	77	46	43	45	65	--	99	87	92	91	--	
2. 1-19%	19	26	16	46	39	50	33	--	0	13	8	8	--	
3. 20-39%	2	7	2	4	13	5	3	--	0	0	0	1	--	
4. 40-59%	0	0	4	4	2	0	0	--	0	0	0	0	--	
5. 60-79%	0	0	0	0	0	0	0	--	0	0	0	0	--	
6. 80-99%	0	0	2	0	2	0	0	--	0	0	0	0	--	
7. 100%	0	0	0	0	0	0	0	--	0	0	0	0	--	
(N)	(94)	(43)	(56)	(76)	(46)	(82)	(119)		(8)	(15)	(26)	(80)		
e. % is performed at unprepared locations in the open														
1. 0%	65	62	44	45	42	47	51	--	94	82	78	59	--	
2. 1-19%	25	20	29	16	26	28	27	--	6	12	17	20	--	
3. 20-39%	7	7	10	6	7	10	2	--	0	6	0	14	--	
4. 40-59%	0	4	3	2	5	4	4	--	0	0	0	4	--	
5. 60-79%	0	1	0	6	6	3	2	--	0	0	0	2	--	
6. 80-99%	0	3	8	8	8	6	5	--	0	0	0	0	--	
7. 100%	4	2	6	16	6	3	10	--	0	0	6	0	--	
(N)	(102)	(181)	(62)	(49)	(172)	(101)	(126)		(18)	(34)	(18)	(49)		
1. 0%	69	84	75	84	76	78	82	--	75	80	85	63	--	
2. 1-19%	13	5	7	5	11	11	13	--	25	13	15	35	--	
3. 20-39%	3	5	7	5	9	5	2	--	0	7	0	3	--	
4. 40-59%	2	0	0	1	2	1	1	--	0	0	0	0	--	
5. 60-79%	3	2	0	1	0	1	2	--	0	0	0	0	--	
6. 80-99%	2	0	2	3	2	4	0	--	0	0	0	0	--	
7. 100%	7	5	9	0	0	0	2	--	0	0	0	0	--	
(N)	(94)	(43)	(55)	(76)	(46)	(82)	(119)		(8)	(15)	(26)	(80)		

Questionnaire Item	Organizational Personnel									DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off		
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-				
12. Approximately what percentage of the UH-1 maintenance performed by your unit is performed at night?															
1. 0%	--	--	--	--	--	--	3	--	--	--	--	4	--		
2. 1-19%	--	--	--	--	--	--	20	--	--	--	--	27	--		
3. 20-39%	--	--	--	--	--	--	31	--	--	--	--	37	--		
4. 40-59%	--	--	--	--	--	--	25	--	--	--	--	27	--		
5. 60-79%	--	--	--	--	--	--	8	--	--	--	--	6	--		
6. 80-99%	--	--	--	--	--	--	12	--	--	--	--	0	--		
7. 100%	--	--	--	--	--	--	1	--	--	--	--	0	--		
(N)							(130)					(49)			
1. 0%	--	--	--	--	--	--	9	--	--	--	--	26	--		
2. 1-19%	--	--	--	--	--	--	50	--	--	--	--	60	--		
3. 20-39%	--	--	--	--	--	--	19	--	--	--	--	13	--		
4. 40-59%	--	--	--	--	--	--	12	--	--	--	--	1	--		
5. 60-79%	--	--	--	--	--	--	7	--	--	--	--	0	--		
6. 80-99%	--	--	--	--	--	--	2	--	--	--	--	0	--		
7. 100%	--	--	--	--	--	--	1	--	--	--	--	0	--		
(N)							(121)					(80)			
13. What percentage of the UH-1 maintenance that you have performed in the past month was performed in the open, after dark?															
1. 0%	16	12	15	4	7	3	--	--	67	74	58	--	--		
2. 1-19%	35	39	31	28	18	19	--	--	28	15	16	--	--		
3. 20-39%	23	27	20	30	19	26	--	--	0	3	11	--	--		
4. 40-59%	15	12	17	16	19	20	--	--	0	3	0	--	--		
5. 60-79%	1	2	5	6	14	14	--	--	0	3	11	--	--		
6. 80-100%	10	9	12	16	22	19	--	--	6	3	5	--	--		
(N)	(105)	(181)	(65)	(50)	(176)	(101)			(18)	(34)	(19)				
1. 0%	56	59	59	17	23	43	--	--	75	73	99	--	--		
2. 1-19%	22	14	16	35	34	23	--	--	13	13	0	--	--		
3. 20-39%	5	11	7	19	13	11	--	--	13	7	0	--	--		
4. 40-59%	14	11	9	17	15	15	--	--	0	0	0	--	--		
5. 60-79%	2	5	2	3	4	5	--	--	0	0	0	--	--		
6. 80-100%	1	0	7	9	11	4	--	--	0	7	0	--	--		
(N)	(96)	(44)	(56)	(75)	(47)	(84)			(8)	(15)	(24)				
14. What percentage of the UH-1 maintenance that you perform in the open, after dark, is performed using a flashlight?															
1. 0%	10	4	4	0	3	3	--	--	17	22	40	--	--		
2. 1-19%	11	20	20	2	8	7	--	--	0	22	0	--	--		
3. 20-39%	12	20	13	17	8	12	--	--	33	22	40	--	--		
4. 40-59%	17	18	27	13	13	23	--	--	17	0	0	--	--		
5. 60-79%	12	9	9	10	15	13	--	--	0	0	0	--	--		
6. 80-99%	17	17	13	21	30	22	--	--	0	33	0	--	--		
7. 100%	20	12	15	38	23	19	--	--	33	0	20	--	--		
(N)	(89)	(156)	(55)	(48)	(160)	(99)			(6)	(9)	(5)				
1. 0%	2	0	18	2	11	10	--	--	0	0	0	--	--		
2. 1-19%	5	6	9	7	8	10	--	--	0	0	99	--	--		
3. 20-39%	7	18	5	10	0	2	--	--	0	33	0	--	--		
4. 40-59%	10	0	27	16	11	6	--	--	0	67	0	--	--		
5. 60-79%	10	6	5	8	3	4	--	--	0	0	0	--	--		
6. 80-99%	12	41	5	21	31	35	--	--	0	0	0	--	--		
7. 100%	55	29	32	36	36	31	--	--	99	0	0	--	--		
(N)	(42)	(17)	(22)	(61)	(36)	(48)			(2)	(3)	(1)				

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv	Maint Off	Shop Mechanics			Enl. Supv	Maint Off
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
15. What percentage of the UH-1 maintenance that you perform in the open, after dark, is performed using portable maintenance lighting sets?													
1. 0%	51	40	44	73	72	69	--	--	33	22	17	--	--
2. 1-19%	15	15	7	7	8	9	--	--	0	22	0	--	--
3. 20-39%	9	17	13	7	8	7	--	--	0	0	17	--	--
4. 40-59%	15	12	18	2	3	8	--	--	17	0	0	--	--
5. 60-79%	0	4	5	9	1	2	--	--	17	33	33	--	--
6. 80-99%	8	11	11	2	4	2	--	--	17	11	0	--	--
7. 100%	3	1	2	0	3	2	--	--	17	11	0	--	--
(N)	(89)	(157)	(55)	(45)	(159)	(98)			(6)	(9)	(6)		
1. 0%	74	53	64	61	67	77	--	--	99	33	99	--	--
2. 1-19%	12	18	0	10	14	13	--	--	0	0	0	--	--
3. 20-39%	7	18	0	10	6	0	--	--	0	0	0	--	--
4. 40-59%	2	6	9	10	3	2	--	--	0	67	0	--	--
5. 60-79%	0	0	5	0	0	0	--	--	0	0	0	--	--
6. 80-99%	5	6	9	8	3	4	--	--	0	0	0	--	--
7. 100%	0	0	14	2	8	4	--	--	0	0	0	--	--
(N)	(42)	(17)	(22)	(62)	(36)	(47)			(2)	(3)	(1)		
16. What percentage of the UH-1 maintenance that you perform in the open, after dark, is performed using headlights from a jeep or truck?													
1. 0%	38	28	35	53	33	24	--	--	99	33	67	--	--
2. 1-19%	33	31	27	20	27	28	--	--	0	44	17	--	--
3. 20-39%	17	24	20	7	21	19	--	--	0	11	17	--	--
4. 40-59%	9	10	13	18	13	17	--	--	0	0	0	--	--
5. 60-79%	1	3	2	0	4	5	--	--	0	0	0	--	--
6. 80-99%	1	4	2	2	0	5	--	--	0	0	0	--	--
7. 100%	1	1	2	0	1	1	--	--	0	11	0	--	--
(N)	(89)	(156)	(55)	(45)	(159)	(98)			(6)	(9)	(6)		
1. 0%	64	53	64	57	58	55	--	--	99	67	99	--	--
2. 1-19%	12	29	14	26	33	28	--	--	0	0	0	--	--
3. 20-39%	19	0	9	10	3	6	--	--	0	0	0	--	--
4. 40-59%	5	18	14	7	3	9	--	--	0	0	0	--	--
5. 60-79%	0	0	0	0	3	0	--	--	0	0	0	--	--
6. 80-99%	0	0	0	0	0	2	--	--	0	33	0	--	--
7. 100%	0	0	0	0	0	0	--	--	0	0	0	--	--
(N)	(42)	(17)	(22)	(61)	(36)	(47)			(2)	(3)	(1)		
17. How many portable maintenance lighting sets in operational condition are available in your unit?													
1. 0	19	34	32	34	31	32	28	--	56	38	32	13	--
2. 1	14	14	11	20	21	18	22	--	11	9	5	10	--
3. 2 to 3	14	16	17	18	19	14	35	--	6	15	16	17	--
4. 4 to 6	24	24	24	20	24	26	10	--	28	24	21	29	--
5. 7 or more	3	7	11	8	3	5	1	--	0	12	16	23	--
6. I do not know	6	4	6	0	2	1	5	--	0	3	11	8	--
(N)	(107)	(145)	(66)	(50)	(176)	(102)	(130)		(18)	(34)	(19)	(48)	
1. 0	72	50	62	62	44	54	33	--	86	80	77	9	--
2. 1	7	13	11	5	17	19	7	--	0	0	4	6	--
3. 2 to 3	2	13	2	3	13	7	25	--	0	7	0	33	--
4. 4 to 6	8	15	4	18	13	15	11	--	0	13	12	29	--
5. 7 or more	3	7	11	8	6	4	5	--	14	0	4	11	--
6. I do not know	8	2	11	5	8	1	19	--	0	0	4	13	--
(N)	(107)	(46)	(55)	(79)	(48)	(85)	(122)		(7)	(15)	(26)	(80)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
18. How often have you been required to perform maintenance, other than Daily Inspections, away from normal supply and maintenance facilities?													
1. Never	51	30	29	12	12	7	--	--	56	47	47	--	--
2. Rarely	25	31	34	28	46	33	--	--	28	41	57	--	--
3. Sometimes	20	31	31	48	37	44	--	--	11	9	16	--	--
4. Frequently	4	6	6	8	14	12	--	--	6	3	0	--	--
5. Very frequently	1	2	0	4	4	4	--	--	0	0	0	--	--
(N)	(106)	(185)	(65)	(50)	(176)	(102)			(18)	(54)	(19)		
1. Never	54	47	42	52	43	23	--	--	75	60	65	--	--
2. Rarely	28	30	11	30	36	35	--	--	0	20	23	--	--
3. Sometimes	12	21	30	16	17	35	--	--	25	27	12	--	--
4. Frequently	4	7	7	1	6	6	--	--	0	0	0	--	--
5. Very frequently	2	0	5	1	0	2	--	--	3	0	0	--	--
(N)	(97)	(43)	(57)	(77)	(47)	(94)			(8)	(15)	(26)		
19. Does the amount of time spent by the typical 67N20 in your unit performing non-maintenance duties seriously interfere with the accomplishment of UH-1 maintenance?													
1. Never	--	--	--	--	--	--	7	8	--	--	--	8	0
2. Rarely	--	--	--	--	--	--	21	17	--	--	--	12	9
3. Sometimes	--	--	--	--	--	--	45	24	--	--	--	41	73
4. Frequently	--	--	--	--	--	--	22	27	--	--	--	18	18
5. Very frequently	--	--	--	--	--	--	16	20	--	--	--	20	0
(N)							(130)	(66)				(49)	(11)
1. Never	--	--	--	--	--	--	15	18	--	--	--	21	24
2. Rarely	--	--	--	--	--	--	26	28	--	--	--	21	19
3. Sometimes	--	--	--	--	--	--	32	31	--	--	--	31	19
4. Frequently	--	--	--	--	--	--	10	16	--	--	--	14	24
5. Very frequently	--	--	--	--	--	--	18	7	--	--	--	13	14
(N)							(117)	(61)				(80)	(21)
20. Approximately how many hours during the past week have you worked on the non-maintenance duties listed?													
a. Hours on CQ													
1. 0 hours	94	94	88	98	93	78	--	--	99	91	74	--	--
2. 1-5 hours	3	1	0	0	0	2	--	--	0	0	0	--	--
3. 6-10 hours	1	1	0	0	1	4	--	--	0	3	5	--	--
4. 11-20 hours	3	4	12	2	5	16	--	--	0	6	21	--	--
5. over 20 hours	0	2	0	0	2	1	--	--	0	0	0	--	--
(N)	(109)	(189)	(66)	(48)	(175)	(103)			(18)	(35)	(19)		
1. 0 hours	91	80	81	90	93	78	--	--	99	73	96	--	--
2. 1-5 hours	1	0	2	1	0	2	--	--	0	0	0	--	--
3. 6-10 hours	1	0	2	0	0	1	--	--	0	0	0	--	--
4. 11-20 hours	4	18	7	9	4	12	--	--	0	13	4	--	--
5. over 20 hours	3	2	9	1	2	7	--	--	0	13	0	--	--
(N)	(96)	(45)	(57)	(79)	(46)	(85)			(8)	(15)	(25)		
b. Hours on KP													
1. 0 hours	81	90	88	92	97	96	--	--	94	86	95	--	--
2. 1-5 hours	5	2	2	0	1	0	--	--	0	0	0	--	--
3. 6-10 hours	2	3	3	0	0	0	--	--	6	3	5	--	--
4. 11-20 hours	13	5	6	8	3	4	--	--	0	11	0	--	--
5. over 20 hours	0	0	2	0	0	0	--	--	0	0	0	--	--
(N)	(109)	(189)	(66)	(48)	(175)	(103)			(18)	(35)	(19)		
1. 0 hours	56	60	84	66	72	90	--	--	99	80	84	--	--
2. 1-5 hours	2	2	0	1	0	0	--	--	0	0	0	--	--
3. 6-10 hours	5	2	0	1	0	0	--	--	0	0	0	--	--
4. 11-20 hours	29	31	11	27	26	8	--	--	0	20	12	--	--
5. over 20 hours	7	4	5	5	2	1	--	--	0	0	4	--	--
(N)	(96)	(45)	(57)	(79)	(46)	(84)			(8)	(15)	(25)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
c. Hours on guard duty														
1. 0 hours	33	48	55	73	75	72	--	--	50	43	42	--	--	
2. 1-5 hours	14	19	6	6	6	2	--	--	6	11	11	--	--	
3. 6-10 hours	16	7	12	6	5	6	--	--	22	11	11	--	--	
4. 11-20 hours	24	19	20	10	7	12	--	--	11	17	32	--	--	
5. over 20 hours	14	7	8	4	6	9	--	--	11	17	5	--	--	
(N)	(109)	(189)	(66)	(48)	(174)	(103)			(18)	(35)	(19)			
1. 0 hours	94	89	86	96	93	87	--	--	99	73	88	--	--	
2. 1-5 hours	3	4	0	0	0	0	--	--	0	7	4	--	--	
3. 6-10 hours	1	2	2	3	2	4	--	--	0	7	0	--	--	
4. 11-20 hours	1	2	11	1	2	4	--	--	0	13	0	--	--	
5. over 20 hours	1	2	2	0	2	6	--	--	0	0	8	--	--	
(N)	(96)	(46)	(57)	(79)	(46)	(84)			(8)	(15)	(25)			
d. Hours on unit inspections														
1. 0 hours	72	78	74	71	79	72	--	--	61	49	58	--	--	
2. 1 hour	14	8	12	10	5	10	--	--	17	11	5	--	--	
3. 2-3 hours	9	7	8	13	6	11	--	--	17	26	11	--	--	
4. 4-5 hours	5	4	5	4	5	4	--	--	0	3	11	--	--	
5. over 5 hours	1	3	2	2	5	4	--	--	6	11	16	--	--	
(N)	(109)	(189)	(66)	(48)	(175)	(103)			(18)	(35)	(19)			
1. 0 hours	60	53	61	52	61	49	--	--	88	47	56	--	--	
2. 1 hour	8	9	9	6	13	12	--	--	13	7	8	--	--	
3. 2-3 hours	13	7	7	14	13	11	--	--	0	13	8	--	--	
4. 4-5 hours	11	16	12	11	11	15	--	--	0	13	8	--	--	
5. over 5 hours	7	16	11	16	2	13	--	--	0	20	20	--	--	
(N)	(96)	(45)	(57)	(79)	(46)	(84)			(8)	(15)	(25)			
e. Hours on area maintenance (painting, police call, etc.)														
1. 0 hours	38	39	26	33	36	36	--	--	22	23	37	--	--	
2. 1-3 hours	35	34	35	33	18	18	--	--	28	26	37	--	--	
3. 4-6 hours	15	15	11	15	23	21	--	--	17	40	21	--	--	
4. 7-10 hours	9	8	20	8	13	16	--	--	17	6	5	--	--	
5. 11-15 hours	1	3	6	6	3	2	--	--	0	0	0	--	--	
6. over 15 hours	3	2	3	4	7	8	--	--	17	6	0	--	--	
(N)	(109)	(189)	(66)	(48)	(175)	(102)			(18)	(35)	(19)			
1. 0 hours	51	47	42	53	54	42	--	--	13	40	32	--	--	
2. 1-3 hours	30	29	26	25	28	37	--	--	50	40	28	--	--	
3. 4-6 hours	9	18	21	14	11	14	--	--	13	20	16	--	--	
4. 7-10 hours	5	4	5	4	4	5	--	--	25	0	8	--	--	
5. 11-15 hours	0	2	0	0	0	0	--	--	0	0	12	--	--	
6. over 15 hours	4	0	5	4	2	2	--	--	0	0	4	--	--	
(N)	(96)	(45)	(57)	(79)	(46)	(84)			(8)	(15)	(25)			
f. Hours on details required by higher headquarters														
1. 0 hours	81	85	85	77	83	83	--	--	89	77	84	--	--	
2. 1-3 hours	6	5	6	13	7	4	--	--	0	3	5	--	--	
3. 4-6 hours	3	3	5	4	3	5	--	--	0	6	5	--	--	
4. 7-10 hours	6	5	5	2	5	7	--	--	6	6	0	--	--	
5. 11-15 hours	2	1	0	2	1	0	--	--	0	3	5	--	--	
6. over 15 hours	3	2	0	2	2	1	--	--	6	6	0	--	--	
(N)	(109)	(188)	(66)	(48)	(175)	(103)			(18)	(35)	(19)			
1. 0 hours	89	93	94	91	91	88	--	--	63	73	64	--	--	
2. 1-3 hours	3	4	5	5	4	4	--	--	25	0	8	--	--	
3. 4-6 hours	3	0	4	4	0	4	--	--	0	7	8	--	--	
4. 7-10 hours	2	0	2	0	0	2	--	--	0	20	16	--	--	
5. 11-15 hours	0	2	0	0	2	0	--	--	0	0	0	--	--	
6. over 15 hours	3	0	5	0	2	2	--	--	13	0	4	--	--	
(N)	(96)	(46)	(57)	(79)	(46)	(84)			(8)	(15)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv.	Maint Off.	Shop Mechanics			Enl Supv.	Maint Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
g. Hours on construction of fortifications														
1. 0 hours	81	83	79	58	75	75	--	--	89	71	84	--	--	
2. 1-3 hours	5	7	3	13	10	9	--	--	0	0	0	--	--	
3. 4-6 hours	6	5	5	13	8	5	--	--	0	14	0	--	--	
4. 7-10 hours	3	4	5	8	5	10	--	--	6	6	5	--	--	
5. 11-15 hours	1	0	3	2	2	1	--	--	0	0	0	--	--	
6. over 15 hours	6	1	6	6	1	1	--	--	6	9	11	--	--	
(N)	(109)	(189)	(66)	(48)	(175)	(103)			(18)	(35)	(19)			
h. Hours as aid man														
1. 0 hours	98	96	98	99	98	96	--	--	88	99	99	--	--	
2. 1-3 hours	1	4	0	0	2	0	--	--	13	0	0	--	--	
3. 4-6 hours	0	0	2	1	0	1	--	--	0	0	0	--	--	
4. 7-10 hours	1	0	0	0	0	2	--	--	0	0	0	--	--	
5. 11-15 hours	0	0	0	0	0	0	--	--	0	0	0	--	--	
6. over 15 hours	0	0	0	0	0	0	--	--	0	0	0	--	--	
(N)	(96)	(46)	(57)	(79)	(46)	(84)			(8)	(15)	(25)			
i. Hours as wheeled vehicle maintenance														
1. 0 hours	99	99	99	98	97	96	--	--	99	99	99	--	--	
2. 1-3 hours	0	1	0	2	1	2	--	--	0	0	0	--	--	
3. 4-6 hours	0	0	0	0	1	1	--	--	0	0	0	--	--	
4. 7-10 hours	0	0	0	0	1	1	--	--	0	0	0	--	--	
5. over 10 hours	1	0	0	0	1	0	--	--	0	0	0	--	--	
(N)	(109)	(189)	(66)	(48)	(175)	(103)			(18)	(35)	(19)			
j. Hours as wheeled vehicle operator														
1. 0 hours	99	99	98	96	93	99	--	--	99	99	99	--	--	
2. 1-3 hours	0	0	2	0	4	0	--	--	0	0	0	--	--	
3. 4-6 hours	0	0	0	3	0	1	--	--	0	0	0	--	--	
4. 7-10 hours	1	0	0	0	0	0	--	--	0	0	0	--	--	
5. over 10 hours	0	0	0	1	2	0	--	--	0	0	0	--	--	
(N)	(96)	(46)	(57)	(79)	(46)	(84)			(8)	(15)	(25)			
k. Hours on wheeled vehicle maintenance														
1. 0 hours	86	79	76	88	86	85	--	--	89	86	74	--	--	
2. 1-3 hours	6	11	15	6	5	9	--	--	0	9	16	--	--	
3. 4-6 hours	4	6	6	4	5	4	--	--	6	3	0	--	--	
4. 7-10 hours	3	4	2	2	2	0	--	--	6	0	11	--	--	
5. 11-15 hours	1	1	2	0	0	0	--	--	0	3	0	--	--	
6. over 15 hours	0	0	0	0	2	2	--	--	0	0	0	--	--	
(N)	(109)	(189)	(66)	(48)	(175)	(103)			(18)	(35)	(19)			
l. Hours as wheeled vehicle operator														
1. 0 hours	91	93	91	95	99	89	--	--	99	73	80	--	--	
2. 1-3 hours	6	0	5	4	0	4	--	--	0	13	16	--	--	
3. 4-6 hours	0	4	0	1	0	4	--	--	0	7	0	--	--	
4. 7-10 hours	2	0	4	0	0	4	--	--	0	7	0	--	--	
5. 11-15 hours	1	0	0	0	0	0	--	--	0	0	4	--	--	
6. over 15 hours	0	2	0	0	0	0	--	--	0	0	0	--	--	
(N)	(96)	(46)	(57)	(79)	(46)	(84)			(8)	(15)	(25)			
m. Hours as wheeled vehicle operator														
1. 0 hours	83	78	85	73	78	77	--	--	83	71	84	--	--	
2. 1-3 hours	10	11	9	19	12	12	--	--	6	17	0	--	--	
3. 4-6 hours	4	7	3	4	4	5	--	--	0	9	5	--	--	
4. 7-10 hours	2	3	2	4	3	4	--	--	0	3	5	--	--	
5. 11-15 hours	2	0	0	0	1	2	--	--	0	0	0	--	--	
6. over 15 hours	0	1	2	0	2	1	--	--	11	0	5	--	--	
(N)	(109)	(189)	(66)	(48)	(175)	(103)			(18)	(35)	(19)			
n. Hours as wheeled vehicle operator														
1. 0 hours	83	91	98	90	91	93	--	--	88	67	76	--	--	
2. 1-3 hours	3	9	0	5	2	4	--	--	13	0	8	--	--	
3. 4-6 hours	3	0	0	0	4	2	--	--	0	7	4	--	--	
4. 7-10 hours	5	0	0	3	2	0	--	--	0	0	8	--	--	
5. 11-15 hours	1	0	2	0	0	0	--	--	0	0	0	--	--	
6. over 15 hours	4	0	0	3	0	1	--	--	0	7	4	--	--	
(N)	(96)	(46)	(57)	(79)	(46)	(84)			(8)	(15)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint Off.	Shop Mechanics			Enl. Supv.	Maint Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
8. Hours on fire fighting													
1. 0 hours	99	99	99	98	97	99	--	--	99	99	99	--	--
2. 1-5 hours	1	1	0	0	1	0	--	--	0	0	0	--	--
3. 4-6 hours	0	0	0	0	1	0	--	--	0	0	0	--	--
4. 7-10 hours	0	0	0	0	0	0	--	--	0	0	0	--	--
5. over 10 hours	0	0	0	2	1	0	--	--	0	0	0	--	--
(N)	(109)	(189)	(66)	(48)	(175)	(103)			(18)	(35)	(19)		
1. 0 hours	99	99	99	99	99	99	--	--	99	99	99	--	--
2. 1-5 hours	0	0	0	1	0	0	--	--	0	0	0	--	--
3. 4-6 hours	0	0	0	0	0	0	--	--	0	0	0	--	--
4. 7-10 hours	0	0	0	0	0	0	--	--	0	0	0	--	--
5. over 10 hours	0	0	0	0	0	0	--	--	0	0	0	--	--
(N)	(96)	(46)	(57)	(79)	(46)	(84)			(8)	(15)	(25)		
1. Hours on unit area defense													
1. 0 hours	84	82	73	71	80	73	--	--	94	86	84	--	--
2. 1-5 hours	5	10	11	15	6	9	--	--	6	3	5	--	--
3. 6-10 hours	4	1	6	8	2	7	--	--	0	0	5	--	--
4. 11-20 hours	5	5	6	4	3	8	--	--	0	9	0	--	--
5. over 20 hours	3	2	5	2	8	4	--	--	0	3	5	--	--
(N)	(107)	(189)	(66)	(48)	(174)	(102)			(18)	(35)	(19)		
1. 0 hours	99	98	96	97	99	98	--	--	88	93	96	--	--
2. 1-5 hours	1	0	2	1	0	2	--	--	13	7	4	--	--
3. 6-10 hours	0	2	0	1	0	0	--	--	0	0	0	--	--
4. 11-20 hours	0	0	0	0	0	0	--	--	0	0	0	--	--
5. over 20 hours	0	0	2	0	0	0	--	--	0	0	0	--	--
(N)	(96)	(46)	(57)	(79)	(46)	(84)			(8)	(15)	(25)		
21. In your judgment is the amount of time spent by the typical 67N20 in your unit performing non-maintenance duties necessary?													
1. Never	--	--	--	--	--	--	5	3	--	--	--	0	0
2. Rarely	--	--	--	--	--	--	15	16	--	--	--	14	9
3. Sometimes	--	--	--	--	--	--	46	42	--	--	--	29	27
4. Frequently	--	--	--	--	--	--	23	28	--	--	--	33	56
5. Always	--	--	--	--	--	--	21	10	--	--	--	24	9
(N)							(130)	(67)				(49)	(11)
1. Never	--	--	--	--	--	--	5	2	--	--	--	3	5
2. Rarely	--	--	--	--	--	--	14	11	--	--	--	10	18
3. Sometimes	--	--	--	--	--	--	41	36	--	--	--	45	55
4. Frequently	--	--	--	--	--	--	21	19	--	--	--	34	14
5. Always	--	--	--	--	--	--	19	13	--	--	--	9	9
(N)							(117)	(64)				(50)	(22)
22. If your unit has a published Maintenance SOP, is it followed closely?													
1. There is no published Maintenance SOP	--	--	--	--	--	--	6	10	--	--	--	6	0
2. Never	--	--	--	--	--	--	3	0	--	--	--	2	0
3. Rarely	--	--	--	--	--	--	5	3	--	--	--	10	0
4. Sometimes	--	--	--	--	--	--	18	14	--	--	--	16	8
5. Frequently	--	--	--	--	--	--	36	54	--	--	--	45	42
6. Always	--	--	--	--	--	--	31	19	--	--	--	20	50
(N)							(130)	(70)				(49)	(12)
1. There is no published Maintenance SOP	--	--	--	--	--	--	6	14	--	--	--	1	1
2. Never	--	--	--	--	--	--	2	0	--	--	--	1	0
3. Rarely	--	--	--	--	--	--	7	1	--	--	--	9	4
4. Sometimes	--	--	--	--	--	--	20	4	--	--	--	16	0
5. Frequently	--	--	--	--	--	--	35	46	--	--	--	31	37
6. Always	--	--	--	--	--	--	40	35	--	--	--	42	52
(N)							(123)	(40)				(51)	(27)

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
23. If your unit has a ground safety program, is it followed closely?													
1. There is no ground safety program	--	--	--	--	--	--	8	13	--	--	--	4	0
2. Never	--	--	--	--	--	--	1	0	--	--	--	0	0
3. Rarely	--	--	--	--	--	--	7	0	--	--	--	6	0
4. Sometimes	--	--	--	--	--	--	11	11	--	--	--	22	8
5. Frequently	--	--	--	--	--	--	37	53	--	--	--	41	42
6. Always	--	--	--	--	--	--	37	23	--	--	--	27	50
(N)							(130)	(70)				(49)	(12)
1. There is no ground safety program	--	--	--	--	--	--	4	5	--	--	--	1	4
2. Never	--	--	--	--	--	--	3	0	--	--	--	0	0
3. Rarely	--	--	--	--	--	--	2	0	--	--	--	7	0
4. Sometimes	--	--	--	--	--	--	8	5	--	--	--	12	0
5. Frequently	--	--	--	--	--	--	34	39	--	--	--	26	41
6. Always	--	--	--	--	--	--	48	51	--	--	--	53	56
(N)							(122)	(79)				(81)	(27)
24. Is the aircraft daily status board in your unit kept up to date?													
1. There is none	3	2	0	2	0	0	1	--	0	3	0	2	--
2. Yes, always up to date	78	63	67	67	75	68	68	--	61	56	58	76	--
3. Yes, usually up to date	15	31	29	27	23	30	29	--	17	35	26	22	--
4. No, usually not up to date	1	1	3	0	1	0	1	--	0	0	0	0	--
5. No, never up to date	0	0	0	2	0	0	0	--	0	3	0	0	--
6. I do not know	4	3	2	2	1	2	1	--	22	3	16	0	--
(N)	(107)	(186)	(66)	(49)	(177)	(103)	(130)		(18)	(34)	(19)	(49)	
1. There is none	3	7	5	1	0	0	0	--	25	0	19	6	--
2. Yes, always up to date	70	70	59	77	89	67	74	--	13	60	23	58	--
3. Yes, usually up to date	21	20	34	22	6	28	25	--	25	13	38	33	--
4. No, usually not up to date	1	0	0	0	2	1	0	--	25	0	0	1	--
5. No, never up to date	0	0	0	0	2	2	0	--	0	0	0	0	--
6. I do not know	5	4	2	0	0	1	1	--	13	27	19	1	--
(N)	(99)	(46)	(56)	(81)	(47)	(86)	(123)		(8)	(15)	(26)	(81)	
25. Is the aircraft component replacement time chart in your unit kept up to date?													
1. There is none	2	4	2	2	1	0	2	--	11	18	11	63	--
2. Yes, always up to date	60	51	59	58	59	58	57	--	54	38	47	27	--
3. Yes, usually up to date	21	35	24	32	32	30	29	--	6	29	11	20	--
4. No, usually not up to date	0	3	2	2	2	1	8	--	0	0	0	4	--
5. No, never up to date	0	1	2	0	0	1	1	--	0	0	5	2	--
6. I do not know	17	6	12	6	6	10	2	--	28	15	26	4	--
(N)	(106)	(186)	(66)	(50)	(177)	(103)	(130)		(18)	(34)	(19)	(49)	
1. There is none	13	20	5	5	2	2	3	--	38	7	23	44	--
2. Yes, always up to date	43	48	32	54	68	62	72	--	13	60	23	31	--
3. Yes, usually up to date	27	17	39	23	26	23	21	--	13	7	12	27	--
4. No, usually not up to date	0	0	5	3	0	2	1	--	13	0	4	1	--
5. No, never up to date	0	0	0	1	0	1	0	--	0	0	0	0	--
6. I do not know	14	15	18	15	4	9	2	--	25	27	38	1	--
(N)	(99)	(46)	(56)	(80)	(47)	(86)	(123)		(8)	(15)	(26)	(81)	
26. How are 67N20 shop maintenance personnel organized in your unit?													
1. Organized in teams	86	85	86	73	87	81	84	--	78	68	58	63	--
2. Organized in sections	11	12	12	10	11	13	10	--	11	18	26	24	--
3. Organized in platoons	3	2	2	16	2	4	5	--	11	12	16	17	--
4. Other	0	1	0	0	0	3	1	--	0	3	0	0	--
(N)	(107)	(186)	(66)	(49)	(176)	(104)	(129)		(18)	(34)	(19)	(49)	
1. Organized in teams	69	56	66	56	67	36	53	--	86	80	58	65	--
2. Organized in sections	8	13	11	10	10	22	15	--	14	13	17	15	--
3. Organized in platoons	20	29	21	31	19	32	24	--	0	7	17	15	--
4. Other	3	2	2	4	4	10	8	--	0	0	8	5	--
(N)	(97)	(45)	(56)	(81)	(48)	(87)	(119)		(7)	(15)	(24)	(79)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
27. If your unit performs organizational maintenance only, what maintenance method is employed?													
1. Crew chief	--	--	--	--	--	--	--	23	--	--	--	--	--
2. Dock	--	--	--	--	--	--	--	13	--	--	--	--	--
3. Combination crew chief/dock	--	--	--	--	--	--	--	60	--	--	--	--	--
4. Progressive	--	--	--	--	--	--	--	0	--	--	--	--	--
5. Other	--	--	--	--	--	--	--	4	--	--	--	--	--
(N)								(53)					
1. Crew chief	--	--	--	--	--	--	--	44	--	--	--	--	--
2. Dock	--	--	--	--	--	--	--	0	--	--	--	--	--
3. Combination crew chief/dock	--	--	--	--	--	--	--	47	--	--	--	--	--
4. Progressive	--	--	--	--	--	--	--	6	--	--	--	--	--
5. Other	--	--	--	--	--	--	--	3	--	--	--	--	--
(N)								(58)					
28. If you are assigned to a unit performing organizational maintenance only, is the service platoon employed under centralized control?													
1. Never	--	--	--	--	--	--	--	12	--	--	--	--	--
2. Rarely	--	--	--	--	--	--	--	4	--	--	--	--	--
3. Sometimes	--	--	--	--	--	--	--	10	--	--	--	--	--
4. Usually	--	--	--	--	--	--	--	26	--	--	--	--	--
5. Always	--	--	--	--	--	--	--	48	--	--	--	--	--
(N)								(50)					
1. Never	--	--	--	--	--	--	--	14	--	--	--	--	--
2. Rarely	--	--	--	--	--	--	--	2	--	--	--	--	--
3. Sometimes	--	--	--	--	--	--	--	2	--	--	--	--	--
4. Usually	--	--	--	--	--	--	--	28	--	--	--	--	--
5. Always	--	--	--	--	--	--	--	54	--	--	--	--	--
(N)								(57)					
29. How much would aircraft availability be affected by having all scheduled maintenance performed at organizational level only?													
1. It would greatly reduce availability	--	--	--	--	--	--	--	24	--	--	--	--	25
2. It would slightly reduce availability	--	--	--	--	--	--	--	19	--	--	--	--	25
3. There would be no change in availability	--	--	--	--	--	--	--	26	--	--	--	--	17
4. Availability would be somewhat improved	--	--	--	--	--	--	--	19	--	--	--	--	8
5. Availability would be greatly improved	--	--	--	--	--	--	--	13	--	--	--	--	25
(N)								(70)					(12)
1. It would greatly reduce availability	--	--	--	--	--	--	--	8	--	--	--	--	22
2. It would slightly reduce availability	--	--	--	--	--	--	--	7	--	--	--	--	22
3. There would be no change in availability	--	--	--	--	--	--	--	23	--	--	--	--	33
4. Availability would be somewhat improved	--	--	--	--	--	--	--	47	--	--	--	--	15
5. Availability would be greatly improved	--	--	--	--	--	--	--	16	--	--	--	--	7
(N)								(75)					(27)
30. Of the aircraft maintenance personnel in your present unit, how many are UH-1 mechanics or crew chiefs?													
1. 0 to 2	0	2	0	0	0	0	2	20	0	0	0	4	27
2. 3 to 5	0	0	0	2	1	1	2	1	0	0	0	8	0
3. 6 to 9	2	2	0	4	2	2	1	6	0	3	0	0	0
4. 10 to 14	0	1	2	4	4	3	4	9	11	3	0	0	9
5. 15 to 19	10	6	5	6	4	3	3	6	17	11	0	0	9
6. 20 to 30	21	9	17	14	16	18	22	13	44	37	47	27	36
7. over 30	64	81	77	8	72	73	66	45	28	46	53	60	18
(N)	(107)	(190)	(66)	(5)	(178)	(104)	(128)	(69)	(18)	(35)	(19)	(48)	(11)
1. 0 to 2	0	0	0	0	0	4	9	28	0	0	4	4	21
2. 3 to 5	1	7	5	4	4	9	8	17	0	7	0	12	8
3. 6 to 9	5	5	5	1	1	19	22	25	0	0	16	17	17
4. 10 to 14	3	5	11	8	13	7	9	4	0	27	20	14	17
5. 15 to 19	9	2	12	3	4	7	7	5	0	0	16	18	0
6. 20 to 30	18	18	12	29	23	22	15	8	13	33	12	21	17
7. over 30	64	64	54	55	44	32	30	13	88	33	32	14	21
(N)	(100)	(44)	(57)	(78)	(48)	(85)	(120)	(76)	(8)	(15)	(25)	(77)	(24)

Questionnaire Item	Organizational Personnel								DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint Off.	Shop Mechanics			Enl. Supv.	Maint Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
31. Is the number of UH-1 maintenance personnel assigned to your unit adequate to meet all the UH-1 maintenance requirements generated in the unit?														
1. Never	--	--	--	--	--	--	--	13	--	--	--	--	0	
2. Rarely	--	--	--	--	--	--	--	12	--	--	--	--	56	
3. Sometimes	--	--	--	--	--	--	--	19	--	--	--	--	0	
4. Usually	--	--	--	--	--	--	--	43	--	--	--	--	36	
5. Always	--	--	--	--	--	--	--	12	--	--	--	--	27	
(N)								(67)					(11)	
1. Never	--	--	--	--	--	--	--	1	--	--	--	--	4	
2. Rarely	--	--	--	--	--	--	--	3	--	--	--	--	0	
3. Sometimes	--	--	--	--	--	--	--	13	--	--	--	--	0	
4. Usually	--	--	--	--	--	--	--	53	--	--	--	--	48	
5. Always	--	--	--	--	--	--	--	30	--	--	--	--	48	
(N)								(70)					(23)	
32. Approximately what percentage of the aircraft maintenance performed by UH-1 mechanics and crew chiefs in your unit is organizational maintenance?														
1. 0%	7	10	5	4	2	2	1	4	33	30	11	26	9	
2. 1-19%	3	5	7	6	3	5	2	1	17	12	39	19	18	
3. 20-39%	7	9	15	13	12	12	9	14	20	33	39	34	55	
4. 40-59%	17	13	15	11	9	15	21	10	0	9	6	6	9	
5. 60-79%	24	26	15	19	31	23	24	19	11	6	0	9	0	
6. 80-99%	28	24	29	32	26	23	24	30	11	3	6	6	0	
7. 100%	15	12	14	15	16	19	19	20	6	6	0	0	9	
(N)	(106)	(172)	(59)	(47)	(161)	(91)	(125)	(69)	(18)	(33)	(18)	(47)	(11)	
1. 0%	3	2	4	0	0	0	1	8	0	33	29	30	32	
2. 1-19%	2	0	2	3	3	1	0	4	13	25	13	22	32	
3. 20-39%	2	12	4	1	3	1	1	1	38	25	29	19	21	
4. 40-59%	23	2	17	15	13	9	6	3	25	8	17	8	5	
5. 60-79%	21	14	26	20	25	22	23	10	25	8	8	18	11	
6. 80-99%	33	37	20	30	35	41	32	33	0	0	4	1	0	
7. 100%	16	33	28	31	23	26	37	41	0	0	0	1	0	
(N)	(92)	(43)	(54)	(71)	(40)	(81)	(116)	(73)	(8)	(12)	(24)	(73)	(19)	
33. Approximately what percentage of the aircraft maintenance performed by UH-1 mechanics and crew chiefs in your unit is direct support maintenance?														
1. 0%	17	15	22	19	18	23	23	22	33	12	0	6	18	
2. 1-19%	35	25	28	32	24	26	17	22	11	3	11	2	0	
3. 20-39%	25	33	17	32	40	24	30	24	11	21	11	26	9	
4. 40-59%	15	11	17	11	12	16	17	13	6	9	17	19	9	
5. 60-79%	3	6	5	2	3	10	10	13	17	12	33	21	27	
6. 80-99%	2	5	10	4	3	1	4	4	11	21	22	11	36	
7. 100%	3	5	2	0	1	0	0	1	11	21	6	15	0	
(N)	(106)	(171)	(60)	(47)	(160)	(90)	(124)	(68)	(18)	(33)	(18)	(47)	(11)	
1. 0%	19	39	28	32	28	31	35	49	0	0	17	3	5	
2. 1-19%	31	32	24	31	35	38	32	33	0	0	4	1	5	
3. 20-39%	40	20	26	28	30	23	27	11	13	17	13	18	11	
4. 40-59%	5	9	13	4	8	9	4	3	50	0	13	18	5	
5. 60-79%	1	0	0	3	0	0	1	0	25	17	17	20	21	
6. 80-99%	2	0	2	1	0	0	0	4	13	33	25	23	32	
7. 100%	2	0	6	0	0	0	0	0	0	33	13	18	21	
(N)	(91)	(44)	(54)	(71)	(40)	(80)	(113)	(72)	(8)	(12)	(24)	(74)	(19)	

Questionnaire Item	Organizational Personnel									DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off		
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-				
34. Approximately what percentage of the aircraft maintenance performed by UH-1 mechanics and crew chiefs in your unit is general support maintenance?															
1. 0%	48	46	57	47	52	42	61	90	39	48	33	47	45		
2. 1-19%	33	34	32	36	34	38	34	10	11	15	22	21	36		
3. 20-39%	11	13	7	9	10	16	2	0	22	18	22	6	9		
4. 40-59%	5	2	2	9	3	3	3	0	0	3	6	4	0		
5. 60-79%	0	3	3	0	1	0	0	0	6	6	11	17	0		
6. 80-99%	2	2	0	0	0	1	0	0	6	3	6	0	0		
7. 100%	1	1	0	0	0	0	0	0	17	6	0	4	0		
(N)	(106)	(170)	(60)	(47)	(160)	(90)	(124)	(68)	(18)	(33)	(18)	(47)	(11)		
1. 0%	38	52	53	46	50	61	71	90	50	67	42	65	53		
2. 1-19%	34	27	33	37	35	29	28	6	25	25	33	21	37		
3. 20-39%	22	16	11	15	13	8	2	3	25	8	8	4	0		
4. 40-59%	4	5	2	1	0	3	0	1	0	0	4	6	0		
5. 60-79%	0	0	2	0	3	0	0	0	0	0	0	1	0		
6. 80-99%	0	0	0	0	0	0	0	0	0	0	4	1	5		
7. 100%	1	0	0	0	0	0	0	0	0	0	8	1	5		
(N)	(91)	(44)	(55)	(71)	(40)	(80)	(112)	(72)	(8)	(12)	(24)	(72)	(19)		
35. In order to fulfill your unit's mission requirements, how often does your unit perform maintenance usually accomplished at higher echelons?															
1. Never	9	5	3	4	5	4	5	7	22	9	5	8	17		
2. Rarely	34	24	25	32	19	14	16	27	22	24	26	24	25		
3. Sometimes	40	45	51	46	47	56	41	34	28	62	37	31	42		
4. Frequently	14	20	18	16	24	25	29	27	28	6	26	31	17		
5. Very frequently	3	5	3	2	6	1	9	6	0	0	5	6	0		
(N)	(106)	(184)	(65)	(50)	(177)	(102)	(130)	(71)	(18)	(34)	(19)	(49)	(12)		
1. Never	15	13	12	12	8	15	9	8	25	13	27	10	7		
2. Rarely	14	30	32	38	27	36	34	39	25	53	46	41	44		
3. Sometimes	41	41	40	39	35	33	34	39	34	20	19	33	22		
4. Frequently	9	13	14	9	19	14	16	6	13	13	8	11	19		
5. Very frequently	1	2	2	1	10	1	7	8	0	0	0	5	7		
(N)	(96)	(66)	(57)	(76)	(48)	(85)	(120)	(79)	(8)	(15)	(26)	(80)	(27)		
36. Who usually performs Intermediate Inspections for your unit?															
1. None are performed	--	--	--	--	--	--	2	--	--	--	--	29	--		
2. Crew chief with assistance	--	--	--	--	--	--	62	--	--	--	--	60	--		
3. Using unit shop teams	--	--	--	--	--	--	24	--	--	--	--	6	--		
4. Direct support personnel	--	--	--	--	--	--	0	--	--	--	--	4	--		
5. Using unit and direct support personnel	--	--	--	--	--	--	12	--	--	--	--	0	--		
6. Other	--	--	--	--	--	--	1	--	--	--	--	0	--		
(N)							(127)					(48)			
1. None are performed	--	--	--	--	--	--	3	--	--	--	--	34	--		
2. Crew chief with assistance	--	--	--	--	--	--	73	--	--	--	--	44	--		
3. Using unit shop teams	--	--	--	--	--	--	20	--	--	--	--	6	--		
4. Direct support personnel	--	--	--	--	--	--	0	--	--	--	--	5	--		
5. Using unit and direct support personnel	--	--	--	--	--	--	3	--	--	--	--	10	--		
6. Other	--	--	--	--	--	--	2	--	--	--	--	0	--		
(N)							(120)					(79)			
37. Who usually performs the Periodic Inspections for your unit?															
1. None are performed	4	1	2	0	0	0	--	--	22	15	18	--	--		
2. Crew chief with assistance	7	4	11	14	17	20	--	--	22	38	41	--	--		
3. Orgn shop teams	71	63	65	64	63	65	--	--	17	18	12	--	--		
4. Direct support personnel	4	5	5	6	4	3	--	--	22	18	12	--	--		
5. Orgn and DS maintenance personnel	8	15	12	4	10	9	--	--	6	3	12	--	--		
6. Field maintenance detachment personnel	4	8	6	8	5	3	--	--	11	9	6	--	--		
7. Other	3	4	0	4	1	1	--	--	0	0	0	--	--		
(N)	(106)	(181)	(65)	(57)	(171)	(102)			(18)	(34)	(17)				
1. None are performed	3	0	0	1	0	1	--	--	25	13	16	--	--		
2. Crew chief with assistance	18	20	16	25	34	59	--	--	13	0	4	--	--		
3. Orgn shop teams	64	63	64	66	60	34	--	--	13	20	32	--	--		
4. Direct support personnel	2	0	5	1	0	0	--	--	0	27	32	--	--		
5. Orgn and DS maintenance personnel	5	9	9	4	4	5	--	--	25	27	16	--	--		
6. Field maintenance detachment personnel	8	7	4	1	0	0	--	--	13	7	0	--	--		
7. Other	0	2	2	1	2	1	--	--	13	7	0	--	--		
(N)	(97)	(66)	(56)	(79)	(47)	(83)			(8)	(15)	(29)				

Questionnaire Item	Organizational Personnel								DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
38. Who usually performs Periodic Inspections for your unit?														
1. None are performed	--	--	--	--	--	--	1	--	--	--	--	18	--	
2. Crew chief with assistance	--	--	--	--	--	--	9	--	--	--	--	47	--	
3. Using unit shop teams	--	--	--	--	--	--	57	--	--	--	--	7	--	
4. Direct support personnel	--	--	--	--	--	--	7	--	--	--	--	16	--	
5. Using unit and direct support personnel	--	--	--	--	--	--	26	--	--	--	--	7	--	
6. Other	--	--	--	--	--	--	0	--	--	--	--	7	--	
(N)							(123)					(45)		
1. None are performed	--	--	--	--	--	--	3	--	--	--	--	25	--	
2. Crew chief with assistance	--	--	--	--	--	--	35	--	--	--	--	21	--	
3. Using unit shop teams	--	--	--	--	--	--	37	--	--	--	--	8	--	
4. Direct support personnel	--	--	--	--	--	--	3	--	--	--	--	16	--	
5. Using unit and direct support personnel	--	--	--	--	--	--	21	--	--	--	--	31	--	
6. Other	--	--	--	--	--	--	2	--	--	--	--	0	--	
(N)							(118)					(77)		
39. How often do unit flight requirements disrupt completion of Intermediate and Periodic Inspections?														
1. None are performed	3	2	9	0	1	1	1	--	11	21	11	12	--	
2. Never	34	30	35	28	23	22	38	--	50	30	32	41	--	
3. Rarely	43	31	18	36	26	32	28	--	11	24	47	37	--	
4. Sometimes	12	26	29	22	25	30	18	--	22	12	11	6	--	
5. Frequently	4	7	8	8	17	12	12	--	6	12	0	2	--	
6. Very frequently	4	4	0	6	8	3	2	--	0	0	0	2	--	
(N)	(106)	(193)	(65)	(50)	(176)	(102)	(130)		(18)	(33)	(19)	(49)		
1. None are performed	1	9	2	1	4	1	2	--	13	14	23	25	--	
2. Never	37	37	42	42	40	33	47	--	50	21	38	43	--	
3. Rarely	32	20	24	30	29	36	27	--	13	43	19	23	--	
4. Sometimes	18	24	25	16	19	18	12	--	25	21	12	5	--	
5. Frequently	9	7	2	9	6	12	9	--	0	0	4	4	--	
6. Very frequently	2	4	5	1	2	0	2	--	0	0	4	0	--	
(N)	(99)	(46)	(55)	(79)	(46)	(85)	(123)		(8)	(14)	(26)	(81)		
40. How often do unit flight requirements adversely affect the quality of Intermediate and Periodic Inspections?														
1. None are performed	3	2	8	0	0	0	1	--	11	26	11	10	--	
2. Never	31	23	25	12	12	9	23	--	33	26	11	39	--	
3. Rarely	35	38	29	36	23	26	37	--	22	21	63	37	--	
4. Sometimes	18	24	25	42	31	44	17	--	33	12	16	12	--	
5. Frequently	8	10	11	10	19	11	16	--	0	15	0	0	--	
6. Very frequently	5	4	3	0	15	10	6	--	0	0	0	2	--	
(N)	(106)	(182)	(65)	(50)	(177)	(102)	(130)		(18)	(34)	(19)	(49)		
1. None are performed	3	7	2	0	2	0	2	--	25	13	23	22	--	
2. Never	27	34	29	32	29	21	33	--	38	20	38	40	--	
3. Rarely	36	18	21	34	33	36	35	--	13	47	27	23	--	
4. Sometimes	25	20	38	23	27	28	23	--	25	13	8	11	--	
5. Frequently	7	16	7	8	6	8	2	--	0	0	4	4	--	
6. Very frequently	2	5	4	3	2	6	5	--	0	7	0	0	--	
(N)	(97)	(44)	(56)	(77)	(48)	(85)	(123)		(8)	(15)	(26)	(81)		
41. How often do unit flight requirements adversely affect the quality of technical inspections?														
1. Never	--	--	--	--	--	--	45	27	--	--	--	52	58	
2. Rarely	--	--	--	--	--	--	31	43	--	--	--	27	42	
3. Sometimes	--	--	--	--	--	--	13	20	--	--	--	13	0	
4. Frequently	--	--	--	--	--	--	7	9	--	--	--	6	0	
5. Very frequently	--	--	--	--	--	--	4	1	--	--	--	2	0	
(N)							(130)	(70)				(48)	(12)	
1. Never	--	--	--	--	--	--	50	52	--	--	--	59	60	
2. Rarely	--	--	--	--	--	--	29	29	--	--	--	23	28	
3. Sometimes	--	--	--	--	--	--	15	14	--	--	--	9	8	
4. Frequently	--	--	--	--	--	--	3	4	--	--	--	6	4	
5. Very frequently	--	--	--	--	--	--	3	1	--	--	--	4	0	
(N)							(119)	(73)				(80)	(25)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint. Off	Shop Mechanics			Enl Supv	Maint. Off
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
42. If your unit has a maintenance support aircraft, an aircraft equipped as a mobile maintenance facility, have you ever been a member of the crew? Check as many blanks as apply.													
1. No maintenance support aircraft in unit	43	30	25	45	23	27	--	--	44	47	50	--	--
2. No, I have never been a crew member	42	44	38	39	59	53	--	--	50	29	28	--	--
3. Yes, as a crew chief	2	5	11	10	14	14	--	--	0	9	0	--	--
4. Yes, as a mechanic	13	20	27	8	5	11	--	--	6	15	17	--	--
5. Yes, as a supervisor	0	1	0	0	1	1	--	--	0	0	0	--	--
6. Yes, as some other member of the crew (N)	1	3	3	2	1	0	--	--	0	6	11	--	--
	(104)	(176)	(63)	(49)	(177)	(101)			(18)	(34)	(18)		
1. No maintenance support aircraft in unit	76	75	86	76	79	75	--	--	75	60	58	--	--
2. No, I have never been a crew member	19	16	5	20	19	20	--	--	25	33	38	--	--
3. Yes, as a crew chief	2	5	0	4	2	2	--	--	0	0	0	--	--
4. Yes, as a mechanic	2	5	9	0	0	1	--	--	0	7	4	--	--
5. Yes, as a supervisor	0	0	0	0	0	0	--	--	0	0	0	--	--
6. Yes, as some other member of the crew (N)	1	0	0	0	0	1	--	--	0	0	0	--	--
	(94)	(44)	(56)	(74)	(47)	(85)			(8)	(15)	(26)		
43. If your unit has a maintenance support aircraft, an aircraft equipped as a mobile maintenance facility, does a supervisor or technical inspector go on flights when maintenance is to be performed on another aircraft?													
1. No maintenance support aircraft in unit	--	--	--	--	--	--	62	--	--	--	--	40	--
2. Never	--	--	--	--	--	--	1	--	--	--	--	0	--
3. Rarely	--	--	--	--	--	--	2	--	--	--	--	4	--
4. Sometimes	--	--	--	--	--	--	2	--	--	--	--	8	--
5. Frequently	--	--	--	--	--	--	13	--	--	--	--	15	--
6. Always (N)	--	--	--	--	--	--	41	--	--	--	--	33	--
							(130)					(48)	
1. No maintenance support aircraft in unit	--	--	--	--	--	--	80	--	--	--	--	46	--
2. Never	--	--	--	--	--	--	1	--	--	--	--	0	--
3. Rarely	--	--	--	--	--	--	1	--	--	--	--	1	--
4. Sometimes	--	--	--	--	--	--	2	--	--	--	--	4	--
5. Frequently	--	--	--	--	--	--	7	--	--	--	--	12	--
6. Always (N)	--	--	--	--	--	--	11	--	--	--	--	37	--
							(123)					(81)	
44. What has been the average UH-1 aircraft availability in your unit during the past month?													
1. 1-49	--	--	--	--	--	--	--	2	--	--	--	--	0
2. 50-59	--	--	--	--	--	--	--	5	--	--	--	--	17
3. 60-69	--	--	--	--	--	--	--	7	--	--	--	--	0
4. 70-79	--	--	--	--	--	--	--	33	--	--	--	--	33
5. 80-89	--	--	--	--	--	--	--	48	--	--	--	--	0
6. 90-100 (N)	--	--	--	--	--	--	--	7	--	--	--	--	50
								(61)					(6)
1. 1-49	--	--	--	--	--	--	--	27	--	--	--	--	46
2. 50-59	--	--	--	--	--	--	--	9	--	--	--	--	0
3. 60-69	--	--	--	--	--	--	--	17	--	--	--	--	8
4. 70-79	--	--	--	--	--	--	--	14	--	--	--	--	8
5. 80-89	--	--	--	--	--	--	--	16	--	--	--	--	15
6. 90-100 (N)	--	--	--	--	--	--	--	17	--	--	--	--	23
								(64)					(13)

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
45. How many accidents, forced landings, precautionary landings, aborted missions, or incidents have occurred in the past month due to maintenance factors?													
a. Accidents													
1. 0	--	--	--	--	--	--	--	90	--	--	--	--	99
2. 1	--	--	--	--	--	--	--	9	--	--	--	--	0
3. 2	--	--	--	--	--	--	--	1	--	--	--	--	0
4. 3	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 4	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 5 or more	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)	--	--	--	--	--	--	--	(69)	--	--	--	--	(12)
1. 0	--	--	--	--	--	--	--	99	--	--	--	--	92
2. 1	--	--	--	--	--	--	--	1	--	--	--	--	8
3. 2	--	--	--	--	--	--	--	0	--	--	--	--	0
4. 3	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 4	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 5 or more	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)	--	--	--	--	--	--	--	(79)	--	--	--	--	(26)
b. Forced landings													
1. 0	--	--	--	--	--	--	--	77	--	--	--	--	99
2. 1	--	--	--	--	--	--	--	16	--	--	--	--	0
3. 2	--	--	--	--	--	--	--	7	--	--	--	--	0
4. 3	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 4	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 5 or more	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)	--	--	--	--	--	--	--	(69)	--	--	--	--	(12)
1. 0	--	--	--	--	--	--	--	94	--	--	--	--	77
2. 1	--	--	--	--	--	--	--	5	--	--	--	--	12
3. 2	--	--	--	--	--	--	--	1	--	--	--	--	4
4. 3	--	--	--	--	--	--	--	0	--	--	--	--	4
5. 4	--	--	--	--	--	--	--	0	--	--	--	--	4
6. 5 or more	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)	--	--	--	--	--	--	--	(79)	--	--	--	--	(26)
c. Precautionary landings													
1. 0	--	--	--	--	--	--	--	55	--	--	--	--	92
2. 1	--	--	--	--	--	--	--	19	--	--	--	--	8
3. 2	--	--	--	--	--	--	--	16	--	--	--	--	0
4. 3	--	--	--	--	--	--	--	7	--	--	--	--	0
5. 4	--	--	--	--	--	--	--	3	--	--	--	--	0
6. 5 or more	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)	--	--	--	--	--	--	--	(69)	--	--	--	--	(12)
1. 0	--	--	--	--	--	--	--	86	--	--	--	--	92
2. 1	--	--	--	--	--	--	--	4	--	--	--	--	4
3. 2	--	--	--	--	--	--	--	4	--	--	--	--	0
4. 3	--	--	--	--	--	--	--	3	--	--	--	--	0
5. 4	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 5 or more	--	--	--	--	--	--	--	4	--	--	--	--	4
(N)	--	--	--	--	--	--	--	(78)	--	--	--	--	(26)
d. Aborted missions													
1. 0	--	--	--	--	--	--	--	69	--	--	--	--	83
2. 1	--	--	--	--	--	--	--	9	--	--	--	--	8
3. 2	--	--	--	--	--	--	--	6	--	--	--	--	8
4. 3	--	--	--	--	--	--	--	1	--	--	--	--	0
5. 4	--	--	--	--	--	--	--	4	--	--	--	--	0
6. 5 or more	--	--	--	--	--	--	--	10	--	--	--	--	0
(N)	--	--	--	--	--	--	--	(68)	--	--	--	--	(12)
1. 0	--	--	--	--	--	--	--	87	--	--	--	--	92
2. 1	--	--	--	--	--	--	--	4	--	--	--	--	4
3. 2	--	--	--	--	--	--	--	1	--	--	--	--	4
4. 3	--	--	--	--	--	--	--	3	--	--	--	--	0
5. 4	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 5 or more	--	--	--	--	--	--	--	5	--	--	--	--	0
(N)	--	--	--	--	--	--	--	(79)	--	--	--	--	(25)

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
e. Incidents													
1. 0	--	--	--	--	--	--	--	90	--	--	--	--	99
2. 1	--	--	--	--	--	--	--	6	--	--	--	--	0
3. 2	--	--	--	--	--	--	--	3	--	--	--	--	0
4. 3	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 4	--	--	--	--	--	--	--	1	--	--	--	--	0
6. 5 or more (N)	--	--	--	--	--	--	--	0 (58)	--	--	--	--	0 (12)
1. 0	--	--	--	--	--	--	--	92	--	--	--	--	92
2. 1	--	--	--	--	--	--	--	4	--	--	--	--	4
3. 2	--	--	--	--	--	--	--	3	--	--	--	--	4
4. 3	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 4	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 5 or more (N)	--	--	--	--	--	--	--	1 (79)	--	--	--	--	0 (26)
46. On which of the following aircraft have you performed maintenance (supervised maintenance and/or performed technical inspections) since arrival in your present unit? Check as many blanks as apply.													
1. UH-1B (Iroquois)	36	42	33	20	43	33	41	--	61	74	84	77	--
2. UH-1C (Iroquois)	62	78	65	38	38	53	64	--	72	91	95	94	--
3. UH-1D (Iroquois)	78	91	77	72	88	80	82	--	99	99	89	99	--
4. UH-1H (Iroquois)	45	39	58	46	30	29	46	--	33	76	53	85	--
5. OH-13 (Sioux)	0	1	0	0	3	1	12	--	0	21	16	56	--
6. OH-23 (Raven)	2	2	2	2	4	2	15	--	0	38	32	63	--
7. OH-6A (LOH, Cayuse)	1	1	0	0	1	0	3	--	6	12	16	21	--
8. CH-34 (Choctaw)	0	0	0	0	0	0	3	--	0	0	0	6	--
9. CH-37 (Mohave)	0	0	0	0	0	0	0	--	0	0	0	6	--
10. CH-47 (Chinook)	1	1	0	0	0	1	4	--	6	15	16	29	--
11. CH-54 (Sky Crane)	0	0	0	0	0	0	0	--	0	0	0	6	--
12. AH-1G (Cobra)	5	5	0	2	2	2	7	--	11	9	16	6	--
13. F/W aircraft (any type) (N)	1	1	0	0	1	0	6	--	11	24	11	42	--
	(108)	(130)	(66)	(50)	(178)	(103)	(127)		(18)	(34)	(19)	(48)	
1. UH-1B (Iroquois)	46	51	46	40	50	49	64	--	99	67	62	83	--
2. UH-1C (Iroquois)	28	22	39	27	33	25	36	--	13	80	46	29	--
3. UH-1D (Iroquois)	85	89	88	78	77	66	58	--	99	93	69	45	--
4. UH-1H (Iroquois)	44	69	53	41	52	30	25	--	25	53	42	21	--
5. OH-13 (Sioux)	3	9	9	2	10	11	44	--	0	13	23	69	--
6. OH-23 (Raven)	2	7	2	0	4	3	20	--	0	7	8	22	--
7. OH-6A (LOH, Cayuse)	4	2	2	1	4	1	7	--	0	7	0	1	--
8. CH-34 (Choctaw)	0	0	2	2	2	10	23	--	0	7	27	62	--
9. CH-37 (Mohave)	0	0	0	0	0	0	2	--	0	0	8	12	--
10. CH-47 (Chinook)	0	0	0	0	2	0	3	--	0	0	0	6	--
11. CH-54 (Sky Crane)	0	0	0	0	0	0	1	--	0	0	0	0	--
12. AH-1G (Cobra)	0	0	0	2	6	2	4	--	38	40	12	1	--
13. F/W aircraft (any type) (N)	3	2	0	0	0	7	24	--	0	7	0	49	--
	(99)	(45)	(57)	(31)	(48)	(87)	(118)		(8)	(15)	(26)	(77)	
47. Approximately what percentage of your maintenance time do you spend performing maintenance on each of the aircraft types listed below?													
a. % on UH-1B (Iroquois)													
1. 0%	72	72	78	96	80	91	--	--	47	47	22	--	--
2. 1-19%	16	5	8	0	2	1	--	--	24	44	39	--	--
3. 20-39%	9	18	11	2	2	0	--	--	29	9	39	--	--
4. 40-59%	2	2	2	0	2	1	--	--	0	0	0	--	--
5. 60-79%	1	1	2	0	0	0	--	--	0	0	0	--	--
6. 80-99%	0	1	0	0	0	0	--	--	0	0	0	--	--
7. 100% (N)	0	1	0	2	14	7	--	--	0	0	0	--	--
	(101)	(180)	(65)	(48)	(170)	(99)			(17)	(32)	(18)		
1. 0%	61	51	55	75	70	64	--	--	0	33	42	--	--
2. 1-19%	11	9	13	4	9	4	--	--	25	20	13	--	--
3. 20-39%	11	13	6	1	0	1	--	--	50	33	33	--	--
4. 40-59%	5	13	19	1	0	4	--	--	25	7	4	--	--
5. 60-79%	4	2	2	1	0	1	--	--	0	7	0	--	--
6. 80-99%	2	4	4	10	4	5	--	--	0	0	0	--	--
7. 100% (N)	4	7	2	8	17	22	--	--	0	0	8	--	--
	(96)	(45)	(53)	(80)	(46)	(83)			(8)	(15)	(24)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
b. % on UH-1C (Iroquois)														
1. 0%	38	26	38	86	78	61	--	--	29	18	11	--	--	--
2. 1-19%	12	19	5	4	2	3	--	--	24	42	33	--	--	--
3. 20-39%	31	33	41	2	4	3	--	--	41	30	50	--	--	--
4. 40-59%	14	15	13	2	4	5	--	--	6	6	0	--	--	--
5. 60-79%	4	3	2	0	0	1	--	--	0	0	6	--	--	--
6. 80-99%	1	3	2	2	1	1	--	--	0	3	0	--	--	--
7. 100%	1	1	2	4	12	26	--	--	0	0	0	--	--	--
(N)	(101)	(179)	(64)	(49)	(170)	(99)			(17)	(33)	(18)			
1. 0%	77	87	79	85	85	86	--	--	99	20	58	--	--	--
2. 1-19%	4	2	6	1	4	4	--	--	0	27	13	--	--	--
3. 20-39%	7	7	4	0	0	0	--	--	0	13	13	--	--	--
4. 40-59%	11	2	6	0	2	0	--	--	0	20	13	--	--	--
5. 60-79%	0	2	2	1	2	0	--	--	0	20	4	--	--	--
6. 80-99%	1	0	2	0	2	2	--	--	0	0	0	--	--	--
7. 100%	0	0	2	13	4	8	--	--	0	0	0	--	--	--
(N)	(94)	(46)	(53)	(80)	(46)	(83)			(8)	(15)	(24)			
c. % on UH-1D (Iroquois)														
1. 0%	29	15	35	49	43	49	--	--	0	6	6	--	--	--
2. 1-19%	8	8	8	2	2	1	--	--	0	6	6	--	--	--
3. 20-39%	7	7	8	4	0	1	--	--	29	19	39	--	--	--
4. 40-59%	12	13	6	2	5	3	--	--	12	28	22	--	--	--
5. 60-79%	22	32	18	0	5	5	--	--	24	25	17	--	--	--
6. 80-99%	22	22	17	6	6	4	--	--	29	9	11	--	--	--
7. 100%	1	3	8	37	39	37	--	--	6	6	0	--	--	--
(N)	(101)	(179)	(65)	(49)	(173)	(98)			(17)	(32)	(18)			
1. 0%	16	16	13	33	39	45	--	--	0	13	33	--	--	--
2. 1-19%	2	9	2	9	7	4	--	--	0	13	0	--	--	--
3. 20-39%	13	7	13	5	2	1	--	--	25	47	8	--	--	--
4. 40-59%	15	22	26	6	4	4	--	--	25	20	29	--	--	--
5. 60-79%	12	9	9	1	9	4	--	--	25	7	13	--	--	--
6. 80-99%	20	29	19	10	11	8	--	--	25	0	8	--	--	--
7. 100%	23	9	17	35	28	35	--	--	0	0	8	--	--	--
(N)	(95)	(45)	(53)	(79)	(46)	(83)			(8)	(15)	(24)			
d. % on UH-1H (Iroquois)														
1. 0%	57	72	47	50	80	80	--	--	53	39	28	--	--	--
2. 1-19%	7	8	6	4	1	3	--	--	18	18	11	--	--	--
3. 20-39%	3	2	2	2	0	0	--	--	24	24	50	--	--	--
4. 40-59%	4	4	13	2	2	3	--	--	6	12	11	--	--	--
5. 60-79%	11	5	16	0	1	0	--	--	0	6	0	--	--	--
6. 80-99%	7	6	9	6	1	1	--	--	0	0	0	--	--	--
7. 100%	11	3	8	35	16	13	--	--	0	0	0	--	--	--
(N)	(101)	(180)	(64)	(48)	(170)	(99)			(17)	(33)	(18)			
1. 0%	56	41	58	73	67	84	--	--	88	53	71	--	--	--
2. 1-19%	6	24	11	6	7	6	--	--	13	27	13	--	--	--
3. 20-39%	20	15	15	3	7	0	--	--	0	13	0	--	--	--
4. 40-59%	14	17	9	5	9	2	--	--	0	0	13	--	--	--
5. 60-79%	0	2	2	0	0	0	--	--	0	7	4	--	--	--
6. 80-99%	1	0	0	3	0	1	--	--	0	0	0	--	--	--
7. 100%	2	0	4	10	11	6	--	--	0	0	0	--	--	--
(N)	(94)	(46)	(53)	(79)	(46)	(83)			(8)	(15)	(24)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
e. % on OH-6A (LOH, Cayuse)													
1. 0%	99	99	99	99	99	99	--	--	99	81	83	--	--
2. 1-19%	1	1	0	0	1	0	--	--	0	15	17	--	--
3. 20-39%	0	0	0	0	0	0	--	--	0	0	0	--	--
4. 40-59%	0	0	0	0	0	0	--	--	0	0	0	--	--
5. 60-79%	0	0	0	0	0	0	--	--	0	0	0	--	--
6. 80-99%	0	0	0	0	0	0	--	--	0	0	0	--	--
7. 100%	0	0	0	0	0	0	--	--	0	3	0	--	--
(N)	(102)	(180)	(65)	(49)	(170)	(99)			(17)	(33)	(18)		
1. 0%	99	99	98	99	99	99	--	--	99	99	99	--	--
2. 1-19%	0	0	0	0	0	0	--	--	0	0	0	--	--
3. 20-39%	1	0	0	0	0	0	--	--	0	0	0	--	--
4. 40-59%	0	0	0	0	0	0	--	--	0	0	0	--	--
5. 60-79%	0	0	0	0	0	0	--	--	0	0	0	--	--
6. 80-99%	0	0	2	0	0	0	--	--	0	0	0	--	--
7. 100%	0	0	0	0	0	0	--	--	0	0	0	--	--
(N)	(94)	(46)	(53)	(80)	(46)	(83)			(8)	(15)	(24)		
f. % on AH-1G (Cobra)													
1. 0%	95	95	99	98	99	99	--	--	88	88	89	--	--
2. 1-19%	2	3	0	0	1	1	--	--	0	9	11	--	--
3. 20-39%	0	2	0	0	0	0	--	--	6	0	0	--	--
4. 40-59%	0	0	0	0	0	0	--	--	6	0	0	--	--
5. 60-79%	1	0	0	0	0	0	--	--	0	0	0	--	--
6. 80-99%	1	0	0	0	0	0	--	--	0	3	0	--	--
7. 100%	1	0	0	2	0	0	--	--	0	0	0	--	--
(N)	(102)	(180)	(65)	(49)	(170)	(99)			(17)	(33)	(18)		
1. 0%	99	99	99	99	96	99	--	--	63	67	96	--	--
2. 1-19%	0	0	0	1	0	0	--	--	0	0	4	--	--
3. 20-39%	0	0	0	0	0	1	--	--	0	20	0	--	--
4. 40-59%	0	0	0	0	0	0	--	--	38	7	0	--	--
5. 60-79%	0	0	0	0	0	0	--	--	0	7	0	--	--
6. 80-99%	0	0	0	0	2	0	--	--	0	7	0	--	--
7. 100%	0	0	0	0	2	0	--	--	0	0	0	--	--
(N)	(94)	(46)	(53)	(80)	(46)	(83)			(8)	(15)	(24)		
g. % on all turbine engine helicopters except UH-1 series, OH-6A, or AH-1G													
1. 0%	99	99	99	99	99	99	--	--	99	99	94	--	--
2. 1-19%	0	0	0	0	1	0	--	--	0	0	6	--	--
3. 20-39%	0	0	0	0	0	0	--	--	0	0	0	--	--
4. 40-59%	0	0	0	0	0	1	--	--	0	0	0	--	--
5. 60-79%	0	0	0	0	0	0	--	--	0	0	0	--	--
6. 80-99%	0	0	0	0	0	0	--	--	0	0	0	--	--
7. 100%	0	0	0	0	0	0	--	--	0	0	0	--	--
(N)	(102)	(180)	(65)	(49)	(170)	(99)			(17)	(33)	(18)		
1. 0%	99	99	99	99	99	99	--	--	99	99	99	--	--
2. 1-19%	0	0	0	0	0	0	--	--	0	0	0	--	--
3. 20-39%	0	0	0	0	0	0	--	--	0	0	0	--	--
4. 40-59%	0	0	0	0	0	1	--	--	0	0	0	--	--
5. 60-79%	0	0	0	0	0	0	--	--	0	0	0	--	--
6. 80-99%	0	0	0	0	0	0	--	--	0	0	0	--	--
7. 100%	0	0	0	0	0	0	--	--	0	0	0	--	--
(N)	(94)	(45)	(53)	(80)	(46)	(83)			(8)	(15)	(24)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
h. % on reciprocating engine helicopters (any type)													
1. 0%	99	98	99	99	98	99	--	--	94	88	78	--	--
2. 1-19%	1	1	0	0	2	0	--	--	6	9	17	--	--
3. 20-39%	0	1	0	0	0	0	--	--	0	3	6	--	--
4. 40-59%	0	1	0	0	0	0	--	--	0	0	0	--	--
5. 60-79%	0	0	0	0	0	0	--	--	0	0	0	--	--
6. 80-99%	0	0	0	0	0	0	--	--	0	0	0	--	--
7. 100%	0	0	0	0	0	0	--	--	0	0	0	--	--
(N)	(102)	(179)	(65)	(49)	(170)	(99)			(17)	(33)	(18)		
i. % on F/W aircraft (any type)													
1. 0%	98	91	94	99	96	90	--	--	99	73	71	--	--
2. 1-19%	1	4	2	0	4	8	--	--	0	20	8	--	--
3. 20-39%	0	0	2	0	0	0	--	--	0	0	0	--	--
4. 40-59%	0	2	0	0	0	1	--	--	0	7	0	--	--
5. 60-79%	1	2	2	0	0	0	--	--	0	0	4	--	--
6. 80-99%	0	0	0	0	0	0	--	--	0	0	17	--	--
7. 100%	0	0	0	0	0	0	--	--	0	0	0	--	--
(N)	(94)	(46)	(53)	(80)	(46)	(83)			(8)	(15)	(24)		
48. Approximately what percentage of your unit's maintenance time is spent on each of the aircraft types listed below? Maintenance Officers assigned to direct and general support units make your best estimate.													
a. UH-1B													
1. 0%	--	--	--	--	--	--	--	75	--	--	--	--	25
2. 1-19%	--	--	--	--	--	--	--	4	--	--	--	--	67
3. 20-39%	--	--	--	--	--	--	--	17	--	--	--	--	8
4. 40-59%	--	--	--	--	--	--	--	3	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	1	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)								(71)					(12)
1. 0%	--	--	--	--	--	--	--	61	--	--	--	--	54
2. 1-19%	--	--	--	--	--	--	--	9	--	--	--	--	35
3. 20-39%	--	--	--	--	--	--	--	9	--	--	--	--	12
4. 40-59%	--	--	--	--	--	--	--	5	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	5	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	3	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	8	--	--	--	--	0
(N)								(77)					(26)

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Ent. Supv.	Maint Off.	Shop Mechanics			Ent. Supv.	Maint Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
b. UH-1C														
1. 0%	--	--	--	--	--	--	--	48	--	--	--	--	--	25
2. 1-19%	--	--	--	--	--	--	--	13	--	--	--	--	--	42
3. 20-39%	--	--	--	--	--	--	--	21	--	--	--	--	--	25
4. 40-59%	--	--	--	--	--	--	--	13	--	--	--	--	--	8
5. 60-79%	--	--	--	--	--	--	--	6	--	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	--	0
(N)								(71)						(12)
1. 0%	--	--	--	--	--	--	--	95	--	--	--	--	--	81
2. 1-19%	--	--	--	--	--	--	--	1	--	--	--	--	--	4
3. 20-39%	--	--	--	--	--	--	--	0	--	--	--	--	--	8
4. 40-59%	--	--	--	--	--	--	--	1	--	--	--	--	--	5
5. 60-79%	--	--	--	--	--	--	--	3	--	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	--	4
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	--	0
(N)								(76)						(26)
c. UH-1D														
1. 0%	--	--	--	--	--	--	--	32	--	--	--	--	--	17
2. 1-19%	--	--	--	--	--	--	--	6	--	--	--	--	--	0
3. 20-39%	--	--	--	--	--	--	--	6	--	--	--	--	--	33
4. 40-59%	--	--	--	--	--	--	--	3	--	--	--	--	--	33
5. 60-79%	--	--	--	--	--	--	--	38	--	--	--	--	--	8
6. 80-99%	--	--	--	--	--	--	--	13	--	--	--	--	--	8
7. 100%	--	--	--	--	--	--	--	3	--	--	--	--	--	0
(N)								(71)						(12)
1. 0%	--	--	--	--	--	--	--	71	--	--	--	--	--	58
2. 1-19%	--	--	--	--	--	--	--	5	--	--	--	--	--	12
3. 20-39%	--	--	--	--	--	--	--	4	--	--	--	--	--	19
4. 40-59%	--	--	--	--	--	--	--	7	--	--	--	--	--	4
5. 60-79%	--	--	--	--	--	--	--	4	--	--	--	--	--	4
6. 80-99%	--	--	--	--	--	--	--	5	--	--	--	--	--	4
7. 100%	--	--	--	--	--	--	--	4	--	--	--	--	--	0
(N)								(76)						(26)
d. UH-1H														
1. 0%	--	--	--	--	--	--	--	62	--	--	--	--	--	33
2. 1-19%	--	--	--	--	--	--	--	10	--	--	--	--	--	25
3. 20-39%	--	--	--	--	--	--	--	6	--	--	--	--	--	25
4. 40-59%	--	--	--	--	--	--	--	4	--	--	--	--	--	17
5. 60-79%	--	--	--	--	--	--	--	13	--	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	3	--	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	3	--	--	--	--	--	0
(N)								(71)						(12)
1. 0%	--	--	--	--	--	--	--	86	--	--	--	--	--	81
2. 1-19%	--	--	--	--	--	--	--	4	--	--	--	--	--	8
3. 20-39%	--	--	--	--	--	--	--	7	--	--	--	--	--	12
4. 40-59%	--	--	--	--	--	--	--	0	--	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	1	--	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	3	--	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	--	0
(N)								(76)						(26)

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off.	Shop Mechanics			Enl Supv	Maint Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
e. OH-6A													
1. 0%	--	--	--	--	--	--	--	96	--	--	--	--	67
2. 1-19%	--	--	--	--	--	--	--	1	--	--	--	--	33
3. 20-39%	--	--	--	--	--	--	--	3	--	--	--	--	0
4. 40-59%	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)								(71)					(12)
1. 0%	--	--	--	--	--	--	--	97	--	--	--	--	92
2. 1-19%	--	--	--	--	--	--	--	0	--	--	--	--	4
3. 20-39%	--	--	--	--	--	--	--	3	--	--	--	--	4
4. 40-59%	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)								(76)					(26)
f. CH-47													
1. 0%	--	--	--	--	--	--	--	97	--	--	--	--	67
2. 1-19%	--	--	--	--	--	--	--	0	--	--	--	--	17
3. 20-39%	--	--	--	--	--	--	--	0	--	--	--	--	8
4. 40-59%	--	--	--	--	--	--	--	1	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	1	--	--	--	--	8
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)								(71)					(12)
1. 0%	--	--	--	--	--	--	--	97	--	--	--	--	88
2. 1-19%	--	--	--	--	--	--	--	0	--	--	--	--	4
3. 20-39%	--	--	--	--	--	--	--	0	--	--	--	--	0
4. 40-59%	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	0	--	--	--	--	4
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	3	--	--	--	--	4
(N)								(76)					(26)
g. CH-54													
1. 0%	--	--	--	--	--	--	--	99	--	--	--	--	83
2. 1-19%	--	--	--	--	--	--	--	0	--	--	--	--	17
3. 20-39%	--	--	--	--	--	--	--	0	--	--	--	--	0
4. 40-59%	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	1	--	--	--	--	0
(N)								(71)					(12)
1. 0%	--	--	--	--	--	--	--	99	--	--	--	--	99
2. 1-19%	--	--	--	--	--	--	--	0	--	--	--	--	0
3. 20-39%	--	--	--	--	--	--	--	0	--	--	--	--	0
4. 40-59%	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	1	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)								(76)					(25)
h. AH-1G													
1. 0%	--	--	--	--	--	--	--	97	--	--	--	--	67
2. 1-19%	--	--	--	--	--	--	--	0	--	--	--	--	33
3. 20-39%	--	--	--	--	--	--	--	3	--	--	--	--	0
4. 40-59%	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)								(71)					(12)
1. 0%	--	--	--	--	--	--	--	99	--	--	--	--	96
2. 1-19%	--	--	--	--	--	--	--	0	--	--	--	--	0
3. 20-39%	--	--	--	--	--	--	--	0	--	--	--	--	4
4. 40-59%	--	--	--	--	--	--	--	0	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	0	--	--	--	--	0
(N)								(76)					(25)

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv.	Maint Off.	Shop Mechanics			Enl Supv.	Maint Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
i. Reciprocating engine helicopters (any type)													
1. 0%	--	--	--	--	--	--	--	77	--	--	--	--	33
2. 1-19%	--	--	--	--	--	--	--	8	--	--	--	--	58
3. 20-39%	--	--	--	--	--	--	--	4	--	--	--	--	0
4. 40-59%	--	--	--	--	--	--	--	1	--	--	--	--	8
5. 60-79%	--	--	--	--	--	--	--	6	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	3	--	--	--	--	0
(N)								(71)					(12)
1. 0%	--	--	--	--	--	--	--	47	--	--	--	--	35
2. 1-19%	--	--	--	--	--	--	--	4	--	--	--	--	8
3. 20-39%	--	--	--	--	--	--	--	9	--	--	--	--	4
4. 40-59%	--	--	--	--	--	--	--	11	--	--	--	--	12
5. 60-79%	--	--	--	--	--	--	--	9	--	--	--	--	23
6. 80-99%	--	--	--	--	--	--	--	11	--	--	--	--	12
7. 100%	--	--	--	--	--	--	--	9	--	--	--	--	8
(N)								(76)					(26)
j. F/W aircraft (any type)													
1. 0%	--	--	--	--	--	--	--	86	--	--	--	--	25
2. 1-19%	--	--	--	--	--	--	--	7	--	--	--	--	50
3. 20-39%	--	--	--	--	--	--	--	3	--	--	--	--	25
4. 40-59%	--	--	--	--	--	--	--	3	--	--	--	--	0
5. 60-79%	--	--	--	--	--	--	--	0	--	--	--	--	0
6. 80-99%	--	--	--	--	--	--	--	0	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	1	--	--	--	--	0
(N)								(71)					(12)
1. 0%	--	--	--	--	--	--	--	53	--	--	--	--	38
2. 1-19%	--	--	--	--	--	--	--	13	--	--	--	--	19
3. 20-39%	--	--	--	--	--	--	--	12	--	--	--	--	23
4. 40-59%	--	--	--	--	--	--	--	9	--	--	--	--	12
5. 60-79%	--	--	--	--	--	--	--	5	--	--	--	--	8
6. 80-99%	--	--	--	--	--	--	--	4	--	--	--	--	0
7. 100%	--	--	--	--	--	--	--	3	--	--	--	--	0
(N)								(75)					(26)
49. How many times during the past month have you performed special inspections for the reasons listed?													
a. Hard landings													
1. 0 times	77	68	61	91	85	83	--	--	82	56	78	--	--
2. 1 time	11	19	19	6	9	13	--	--	12	25	6	--	--
3. 2-3 times	9	11	16	2	2	1	--	--	6	16	17	--	--
4. 4-5 times	3	2	2	0	2	2	--	--	0	0	0	--	--
5. 6 times or more	0	1	3	0	1	1	--	--	0	3	0	--	--
(N)	(98)	(176)	(64)	(47)	(170)	(100)			(17)	(32)	(18)		
1. 0 times	93	93	80	86	87	95	--	--	63	71	65	--	--
2. 1 time	5	5	11	8	13	4	--	--	0	7	19	--	--
3. 2-3 times	1	2	5	3	0	0	--	--	13	14	8	--	--
4. 4-5 times	0	0	2	0	0	0	--	--	13	7	4	--	--
5. 6 times or more	1	0	2	3	0	1	--	--	13	0	4	--	--
(N)	(94)	(42)	(56)	(72)	(46)	(84)			(8)	(14)	(26)		
b. Sudden stoppage of rotor system													
1. 0 times	94	89	76	99	96	99	--	--	93	70	67	--	--
2. 1 time	3	6	14	0	4	1	--	--	0	15	17	--	--
3. 2-3 times	2	5	8	0	0	0	--	--	7	15	11	--	--
4. 4-5 times	0	0	2	0	0	0	--	--	0	0	6	--	--
5. 6 times or more	1	0	0	0	0	0	--	--	0	0	0	--	--
(N)	(100)	(173)	(63)	(48)	(170)	(100)			(15)	(33)	(18)		
1. 0 times	98	99	98	99	98	99	--	--	75	71	76	--	--
2. 1 time	1	0	2	0	2	0	--	--	0	14	16	--	--
3. 2-3 times	0	0	0	0	0	0	--	--	25	14	4	--	--
4. 4-5 times	0	0	0	0	0	0	--	--	0	0	0	--	--
5. 6 times or more	1	0	0	0	0	0	--	--	0	0	4	--	--
(N)	(93)	(42)	(56)	(71)	(47)	(84)			(8)	(14)	(25)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
c. Rotor system overspeed														
1. 0 times	91	79	76	92	95	95	--	--	93	76	89	--	--	--
2. 1 time	5	13	19	8	4	5	--	--	0	12	6	--	--	--
3. 2-3 times	4	8	5	0	1	0	--	--	7	12	6	--	--	--
4. 4-5 times	0	0	0	0	0	0	--	--	0	0	0	--	--	--
5. 6 times or more	0	0	00	0	0	0	--	--	0	0	0	--	--	--
(N)	(98)	(173)	(63)	(48)	(170)	(100)			(15)	(34)	(18)			
1. 0 times	96	95	91	96	91	96	--	--	88	93	96	--	--	--
2. 1 time	1	5	4	3	9	4	--	--	13	7	0	--	--	--
3. 2-3 times	1	0	5	1	0	0	--	--	0	0	4	--	--	--
4. 4-5 times	1	0	0	0	0	0	--	--	0	0	0	--	--	--
5. 6 times or more	1	0	0	0	0	0	--	--	0	0	0	--	--	--
(N)	(94)	(42)	(56)	(70)	(46)	(84)			(8)	(15)	(25)			
d. Combat damage														
1. 0 times	53	38	33	38	36	39	--	--	75	38	56	--	--	--
2. 1 time	8	9	14	20	22	13	--	--	0	16	11	--	--	--
3. 2-3 times	16	18	10	20	22	15	--	--	19	16	11	--	--	--
4. 4-5 times	9	10	11	7	11	16	--	--	6	16	6	--	--	--
5. 6 times or more	13	25	32	16	10	15	--	--	0	16	17	--	--	--
(N)	(97)	(170)	(63)	(45)	(167)	(97)			(16)	(32)	(18)			
1. 0 times	99	99	99	97	99	99	--	--	99	99	99	--	--	--
2. 1 time	0	0	0	1	0	0	--	--	0	0	0	--	--	--
3. 2-3 times	0	0	0	0	0	0	--	--	0	0	0	--	--	--
4. 4-5 times	0	0	0	1	0	0	--	--	0	0	0	--	--	--
5. 6 times or more	1	0	0	0	0	1	--	--	0	0	0	--	--	--
(N)	(94)	(42)	(56)	(71)	(47)	(83)			(8)	(15)	(25)			
e. Engine compressor stall														
1. 0 times	93	87	83	98	95	95	--	--	99	99	99	--	--	--
2. 1 time	7	8	11	2	2	3	--	--	0	0	0	--	--	--
3. 2-3 times	0	2	5	0	2	2	--	--	0	0	0	--	--	--
4. 4-5 times	0	1	0	0	1	0	--	--	0	0	0	--	--	--
5. 6 times or more	0	2	2	0	0	0	--	--	0	0	0	--	--	--
(N)	(100)	(172)	(63)	(48)	(168)	(100)			(15)	(32)	(18)			
1. 0 times	98	95	91	94	89	93	--	--	99	99	84	--	--	--
2. 1 time	1	5	7	4	9	7	--	--	0	0	16	--	--	--
3. 2-3 times	0	0	0	1	2	0	--	--	0	0	0	--	--	--
4. 4-5 times	0	0	2	0	0	0	--	--	0	0	0	--	--	--
5. 6 times or more	1	0	0	0	0	0	--	--	0	0	0	--	--	--
(N)	(94)	(42)	(56)	(71)	(47)	(84)			(8)	(15)	(25)			
f. Engine overspeed														
1. 0 times	94	86	86	92	93	97	--	--	99	88	89	--	--	--
2. 1 time	4	9	13	8	5	3	--	--	0	9	6	--	--	--
3. 2-3 times	1	3	2	0	1	0	--	--	0	3	6	--	--	--
4. 4-5 times	0	1	0	0	1	0	--	--	0	0	0	--	--	--
5. 6 times or more	1	1	0	0	0	0	--	--	0	0	0	--	--	--
(N)	(98)	(174)	(63)	(48)	(170)	(100)			(15)	(33)	(18)			
1. 0 times	97	98	95	99	93	99	--	--	99	87	96	--	--	--
2. 1 time	2	2	4	1	7	1	--	--	0	7	4	--	--	--
3. 2-3 times	0	0	2	0	0	0	--	--	0	7	0	--	--	--
4. 4-5 times	0	0	0	0	0	0	--	--	0	0	0	--	--	--
5. 6 times or more	1	0	0	0	0	0	--	--	0	0	0	--	--	--
(N)	(93)	(42)	(56)	(70)	(46)	(84)			(8)	(15)	(25)			
g. Engine exceeded EGT limits														
1. 0 times	89	82	75	87	85	78	--	--	94	81	83	--	--	--
2. 1 time	4	6	11	11	10	18	--	--	0	16	6	--	--	--
3. 2-3 times	5	8	11	2	2	3	--	--	6	3	6	--	--	--
4. 4-5 times	2	1	3	0	1	0	--	--	0	0	0	--	--	--
5. 6 times or more	0	4	0	0	2	1	--	--	0	0	0	--	--	--
(N)	(99)	(173)	(63)	(47)	(165)	(100)			(16)	(31)	(18)			
1. 0 times	94	88	84	97	85	96	--	--	99	87	99	--	--	--
2. 1 time	3	7	11	3	13	2	--	--	0	13	0	--	--	--
3. 2-3 times	1	2	5	0	0	1	--	--	0	0	0	--	--	--
4. 4-5 times	1	2	0	0	2	0	--	--	0	0	0	--	--	--
5. 6 times or more	1	0	0	0	0	0	--	--	0	0	0	--	--	--
(N)	(93)	(42)	(55)	(70)	(47)	(84)			(8)	(15)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
h. Damage caused by natural elements														
1. 0 times	78	74	72	74	71	74	--	--	80	65	82	--	--	
2. 1 time	2	5	5	9	12	15	--	--	7	13	0	--	--	
3. 2-3 times	7	6	7	9	8	4	--	--	0	6	6	--	--	
4. 4-5 times	7	5	5	2	4	2	--	--	7	3	0	--	--	
5. 6 times or more	5	9	11	6	5	5	--	--	7	13	12	--	--	
(N)	(97)	(172)	(61)	(47)	(169)	(99)			(15)	(31)	(17)			
1. 0 times	88	93	85	84	85	90	--	--	99	87	92	--	--	
2. 1 time	3	2	4	10	4	4	--	--	0	0	4	--	--	
3. 2-3 times	3	2	6	3	9	4	--	--	0	7	4	--	--	
4. 4-5 times	2	2	4	0	0	1	--	--	0	0	0	--	--	
5. 6 times or more	3	0	2	3	2	1	--	--	0	7	0	--	--	
(N)	(93)	(41)	(84)	(70)	(47)	(82)			(7)	(15)	(25)			
50. If you are a crew chief, what is the total number of flying hours logged on the aircraft you are presently crewing?														
1. 0 to 200 hours	--	--	--	2	3	3	--	--	--	--	--	--	--	
2. 201 to 400 hours	--	--	--	12	6	5	--	--	--	--	--	--	--	
3. 401 to 600 hours	--	--	--	24	11	3	--	--	--	--	--	--	--	
4. 601 to 800 hours	--	--	--	8	8	17	--	--	--	--	--	--	--	
5. 801 to 1,000 hours	--	--	--	10	16	15	--	--	--	--	--	--	--	
6. 1,001 to 2,500 hours	--	--	--	43	51	51	--	--	--	--	--	--	--	
7. 2,501 to 5,000 hours	--	--	--	0	3	6	--	--	--	--	--	--	--	
8. More than 5,000 hours	--	--	--	0	1	0	--	--	--	--	--	--	--	
(N)				(49)	(172)	(102)								
1. 0 to 200 hours	--	--	--	23	25	16	--	--	--	--	--	--	--	
2. 201 to 400 hours	--	--	--	1	2	5	--	--	--	--	--	--	--	
3. 401 to 600 hours	--	--	--	9	15	17	--	--	--	--	--	--	--	
4. 601 to 800 hours	--	--	--	11	13	14	--	--	--	--	--	--	--	
5. 801 to 1,000 hours	--	--	--	5	8	7	--	--	--	--	--	--	--	
6. 1,001 to 2,500 hours	--	--	--	39	25	38	--	--	--	--	--	--	--	
7. 2,501 to 5,000 hours	--	--	--	9	13	2	--	--	--	--	--	--	--	
8. More than 5,000 hours	--	--	--	1	0	0	--	--	--	--	--	--	--	
(N)				(74)	(48)	(81)								
51. If you are a crew chief, approximately what percentage of the organizational maintenance required on your UH-1 do you personally perform?														
1. Less than 20%	--	--	--	6	8	6	--	--	--	--	--	--	--	
2. 20 to 34%	--	--	--	18	20	15	--	--	--	--	--	--	--	
3. 35 to 49%	--	--	--	20	12	17	--	--	--	--	--	--	--	
4. 50 to 64%	--	--	--	12	16	19	--	--	--	--	--	--	--	
5. 65 to 79%	--	--	--	14	18	17	--	--	--	--	--	--	--	
6. 80 to 94%	--	--	--	20	18	17	--	--	--	--	--	--	--	
7. 95 to 100%	--	--	--	8	8	9	--	--	--	--	--	--	--	
(N)				(49)	(173)	(103)								
1. Less than 20%	--	--	--	3	6	2	--	--	--	--	--	--	--	
2. 20 to 34%	--	--	--	8	4	7	--	--	--	--	--	--	--	
3. 35 to 49%	--	--	--	11	10	10	--	--	--	--	--	--	--	
4. 50 to 64%	--	--	--	27	13	11	--	--	--	--	--	--	--	
5. 65 to 79%	--	--	--	11	15	17	--	--	--	--	--	--	--	
6. 80 to 94%	--	--	--	32	31	29	--	--	--	--	--	--	--	
7. 95 to 100%	--	--	--	9	21	25	--	--	--	--	--	--	--	
(N)				(75)	(48)	(84)								
52. If you are a crew chief, what assistance do you usually receive in performing Daily Inspections?														
1. None	--	--	--	73	85	79	--	--	--	--	--	--	--	
2. Assistance from an A/C mechanic's helper	--	--	--	2	2	1	--	--	--	--	--	--	--	
3. Assistance from another flight crew member	--	--	--	20	10	17	--	--	--	--	--	--	--	
4. Assistance from another UH-1 mechanic	--	--	--	2	1	0	--	--	--	--	--	--	--	
5. Other	--	--	--	2	3	3	--	--	--	--	--	--	--	
(N)				(49)	(171)	(101)								
1. None	--	--	--	88	56	66	--	--	--	--	--	--	--	
2. Assistance from an A/C mechanic's helper	--	--	--	3	4	1	--	--	--	--	--	--	--	
3. Assistance from another flight crew member	--	--	--	8	17	10	--	--	--	--	--	--	--	
4. Assistance from another UH-1 mechanic	--	--	--	15	17	23	--	--	--	--	--	--	--	
5. Other	--	--	--	7	6	0	--	--	--	--	--	--	--	
(N)				(74)	(48)	(82)								

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off.	Shop Mechanics			Enl Supv	Maint Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
53. Considering unit mission requirements, how much time do you usually spend (do UH-1 maintenance personnel in your unit spend) performing a Daily Inspection?														
1. 1 (they) do not perform Daily Inspections	91	88	86	4	2	1	12	--	67	56	63	21	--	
2. 15 minutes or less	1	0	2	2	5	3	10	--	6	6	5	8	--	
3. 16 to 30 minutes	4	4	2	20	18	9	22	--	6	21	11	25	--	
4. 31 to 60 minutes	2	6	8	36	27	36	37	--	22	15	5	35	--	
5. 61 to 90 minutes	1	1	3	22	24	29	12	--	0	0	0	6	--	
6. 91 to 120 minutes	2	1	0	6	16	13	6	--	0	0	0	4	--	
7. Over 120 minutes	0	1	0	10	9	9	2	--	0	3	16	0	--	
(N)	(106)	(184)	(65)	(50)	(176)	(102)	(130)		(18)	(34)	(19)	(48)		
1. 1 (they) do not perform Daily Inspections	67	63	65	6	2	2	4	--	99	87	76	62	--	
2. 15 minutes or less	1	0	0	3	0	0	5	--	0	0	0	0	--	
3. 16 to 30 minutes	6	7	4	6	8	9	13	--	0	7	12	12	--	
4. 31 to 60 minutes	9	9	7	27	19	31	35	--	0	7	12	17	--	
5. 61 to 90 minutes	12	9	9	23	27	28	20	--	0	0	0	6	--	
6. 91 to 120 minutes	3	2	9	14	15	22	13	--	0	0	0	1	--	
7. Over 120 minutes	2	11	8	22	29	7	10	--	0	0	0	1	--	
(N)	(100)	(46)	(55)	(79)	(48)	(85)	(120)		(8)	(15)	(25)	(41)		
54. If you supervise maintenance, how many of the UH-1 mechanics and crew chiefs assigned to your unit do you personally supervise?														
1. 1-4	--	--	--	--	--	--	2	--	--	--	--	0	--	
2. 5-9	--	--	--	--	--	--	17	--	--	--	--	13	--	
3. 10-14	--	--	--	--	--	--	15	--	--	--	--	6	--	
4. 15-20	--	--	--	--	--	--	15	--	--	--	--	19	--	
5. 21 or more	--	--	--	--	--	--	50	--	--	--	--	63	--	
(N)							(84)					(16)		
1. 1-4	--	--	--	--	--	--	13	--	--	--	--	16	--	
2. 5-9	--	--	--	--	--	--	36	--	--	--	--	49	--	
3. 10-14	--	--	--	--	--	--	20	--	--	--	--	14	--	
4. 15-20	--	--	--	--	--	--	12	--	--	--	--	14	--	
5. 21 or more	--	--	--	--	--	--	19	--	--	--	--	8	--	
(N)							(69)					(37)		
55. If you are a technical inspector, approximately how many UH-1's do you have primary responsibility for technical inspection? Direct and General support personnel make your best estimate.														
1. 1-4	--	--	--	--	--	--	2	--	--	--	--	0	--	
2. 5-9	--	--	--	--	--	--	10	--	--	--	--	18	--	
3. 10-14	--	--	--	--	--	--	8	--	--	--	--	5	--	
4. 15-19	--	--	--	--	--	--	2	--	--	--	--	0	--	
5. 20-29	--	--	--	--	--	--	55	--	--	--	--	14	--	
6. 30 or more	--	--	--	--	--	--	22	--	--	--	--	64	--	
(N)							(49)					(22)		
1. 1-4	--	--	--	--	--	--	56	--	--	--	--	25	--	
2. 5-9	--	--	--	--	--	--	8	--	--	--	--	38	--	
3. 10-14	--	--	--	--	--	--	6	--	--	--	--	16	--	
4. 15-19	--	--	--	--	--	--	11	--	--	--	--	6	--	
5. 20-29	--	--	--	--	--	--	9	--	--	--	--	0	--	
6. 30 or more	--	--	--	--	--	--	9	--	--	--	--	16	--	
(N)							(64)					(32)		

UH-1 Forms and Manuals

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint Off.	Shop Mechanics			Enl. Supv.	Maint Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
1. How many times during the past month have you used the aircraft forms listed?														
a. Parts Requisition, DA Form 9-79														
1. 0	45	32	35	55	35	32	--	--	59	24	61	--	--	
2. 1-5	16	8	11	14	34	25	--	--	12	30	11	--	--	
3. 6-10	10	19	5	23	19	23	--	--	0	15	6	--	--	
4. 11-15	5	3	6	0	6	11	--	--	6	3	0	--	--	
5. 16-20	8	12	8	9	2	2	--	--	6	6	0	--	--	
6. 21 or more	17	26	34	0	5	7	--	--	18	21	22	--	--	
(N)	(102)	(177)	(62)	(44)	(170)	(100)			(17)	(33)	(18)			
1. 0	53	33	39	23	20	22	--	--	38	27	60	--	--	
2. 1-5	23	17	18	43	28	39	--	--	25	27	12	--	--	
3. 6-10	9	17	6	16	28	22	--	--	0	27	8	--	--	
4. 11-15	5	12	14	7	9	7	--	--	0	0	0	--	--	
5. 16-20	8	7	6	7	11	10	--	--	13	0	8	--	--	
6. 21 or more	3	14	18	5	4	1	--	--	25	18	12	--	--	
(N)	(93)	(42)	(51)	(75)	(46)	(83)			(8)	(11)	(25)			
b. Exchange Tag, DA Form 2402														
1. 0	47	25	27	68	72	67	--	--	41	19	31	--	--	
2. 1-5	30	26	19	28	22	25	--	--	29	31	25	--	--	
3. 6-10	14	23	21	2	3	5	--	--	6	16	13	--	--	
4. 11-15	5	6	3	0	1	1	--	--	6	3	0	--	--	
5. 16-20	3	6	11	2	1	1	--	--	12	19	19	--	--	
6. 21 or more	2	14	19	0	1	1	--	--	6	13	13	--	--	
(N)	(101)	(174)	(63)	(47)	(172)	(100)			(17)	(32)	(16)			
1. 0	59	43	53	55	53	36	--	--	75	50	48	--	--	
2. 1-5	25	38	22	39	38	57	--	--	0	25	28	--	--	
3. 6-10	10	14	10	5	6	7	--	--	0	8	8	--	--	
4. 11-15	2	0	0	1	2	0	--	--	0	0	4	--	--	
5. 16-20	2	2	6	0	0	0	--	--	13	8	4	--	--	
6. 21 or more	1	2	8	0	0	0	--	--	13	8	8	--	--	
(N)	(91)	(42)	(49)	(75)	(47)	(83)			(8)	(12)	(25)			
c. Equipment Inspection and Maintenance Worksheet, DA Form 2404														
1. 0	42	21	20	45	41	32	--	--	24	28	31	--	--	
2. 1-5	15	21	20	48	47	53	--	--	35	16	13	--	--	
3. 6-10	13	16	23	2	9	10	--	--	12	13	6	--	--	
4. 11-15	4	7	7	0	1	0	--	--	0	16	0	--	--	
5. 16-20	17	11	10	0	1	2	--	--	6	6	19	--	--	
6. 21 or more	15	25	21	5	2	3	--	--	24	22	31	--	--	
(N)	(104)	(171)	(61)	(44)	(172)	(99)			(17)	(32)	(16)			
1. 0	53	48	38	43	39	27	--	--	13	10	28	--	--	
2. 1-5	27	29	23	42	52	61	--	--	13	50	32	--	--	
3. 6-10	13	17	13	4	2	8	--	--	13	20	12	--	--	
4. 11-15	0	0	11	4	2	1	--	--	13	0	4	--	--	
5. 16-20	2	0	4	1	0	1	--	--	13	0	12	--	--	
6. 21 or more	4	7	11	5	4	1	--	--	38	20	12	--	--	
(N)	(91)	(42)	(47)	(74)	(46)	(83)			(8)	(10)	(25)			
d. Equipment Maintenance Record, DA Form 2408-3														
1. 0	84	76	69	25	29	22	--	--	76	64	59	--	--	
2. 1-5	7	14	17	14	20	15	--	--	24	30	24	--	--	
3. 6-10	7	5	6	9	5	6	--	--	0	0	6	--	--	
4. 11-15	2	2	2	2	4	5	--	--	0	3	0	--	--	
5. 16-20	1	1	0	9	3	7	--	--	0	0	6	--	--	
6. 21 or more	0	2	6	41	39	44	--	--	0	3	6	--	--	
(N)	(105)	(178)	(64)	(44)	(167)	(98)			(17)	(33)	(17)			
1. 0	63	44	47	32	22	18	--	--	88	75	76	--	--	
2. 1-5	17	21	10	17	24	17	--	--	13	25	12	--	--	
3. 6-10	8	7	14	3	7	10	--	--	0	0	8	--	--	
4. 11-15	2	2	0	9	4	12	--	--	0	0	0	--	--	
5. 16-20	4	9	8	9	13	13	--	--	0	0	4	--	--	
6. 21 or more	0	16	20	29	30	29	--	--	0	0	0	--	--	
(N)	(91)	(43)	(49)	(75)	(46)	(82)			(8)	(12)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
e. Weapon Record Data, DA Form 2408-4														
1. 0	97	98	98	91	83	74	--	--	99	99	99	--	--	--
2. 1-5	2	1	2	2	8	4	--	--	0	0	0	--	--	--
3. 6-10	0	0	0	2	3	3	--	--	0	0	0	--	--	--
4. 11-15	0	0	0	0	1	1	--	--	0	0	0	--	--	--
5. 16-20	1	1	0	0	1	3	--	--	0	0	0	--	--	--
6. 21 or more	0	0	0	4	5	15	--	--	0	0	0	--	--	--
(N)	(105)	(182)	(64)	(46)	(172)	(101)	--	--	(18)	(34)	(18)	--	--	--
1. 0	98	98	99	96	99	99	--	--	99	99	96	--	--	--
2. 1-5	1	2	0	3	0	1	--	--	0	0	4	--	--	--
3. 6-10	0	0	0	0	0	0	--	--	0	0	0	--	--	--
4. 11-15	1	0	0	0	0	0	--	--	0	0	0	--	--	--
5. 16-20	0	0	0	0	0	0	--	--	0	0	0	--	--	--
6. 21 or more	0	0	0	1	0	0	--	--	0	0	0	--	--	--
(N)	(94)	(43)	(53)	(76)	(47)	(84)	--	--	(8)	(15)	(26)	--	--	--
f. Modification Record, DA Form 2408-5														
1. 0	93	89	83	98	92	92	--	--	94	79	78	--	--	--
2. 1-5	7	6	6	2	6	7	--	--	6	18	17	--	--	--
3. 6-10	0	3	3	0	1	1	--	--	0	3	0	--	--	--
4. 11-15	0	0	0	0	0	0	--	--	0	0	0	--	--	--
5. 16-20	0	1	5	0	1	0	--	--	0	0	0	--	--	--
6. 21 or more	0	0	3	0	1	0	--	--	0	0	6	--	--	--
(N)	(104)	(180)	(64)	(48)	(172)	(103)	--	--	(17)	(34)	(18)	--	--	--
1. 0	93	89	86	87	89	82	--	--	88	77	84	--	--	--
2. 1-5	5	9	12	13	9	15	--	--	13	23	12	--	--	--
3. 6-10	1	2	0	0	0	2	--	--	0	0	0	--	--	--
4. 11-15	1	0	0	0	2	0	--	--	0	0	4	--	--	--
5. 16-20	0	0	0	0	0	0	--	--	0	0	0	--	--	--
6. 21 or more	0	0	2	0	0	0	--	--	0	0	0	--	--	--
(N)	(94)	(44)	(50)	(76)	(47)	(85)	--	--	(8)	(13)	(25)	--	--	--
g. Aviators Flight Record, DA Form 2408-12														
1. 0	82	64	57	20	6	6	--	--	71	67	50	--	--	--
2. 1-5	13	13	15	5	5	5	--	--	18	18	17	--	--	--
3. 6-10	2	13	16	2	4	3	--	--	6	3	6	--	--	--
4. 11-15	2	3	7	2	9	8	--	--	6	6	11	--	--	--
5. 16-20	0	3	2	11	9	12	--	--	0	6	0	--	--	--
6. 21 or more	2	4	3	59	67	65	--	--	0	0	17	--	--	--
(N)	(104)	(180)	(61)	(44)	(162)	(98)	--	--	(17)	(33)	(18)	--	--	--
1. 0	59	57	73	9	11	13	--	--	99	99	84	--	--	--
2. 1-5	13	2	8	3	2	4	--	--	0	0	8	--	--	--
3. 6-10	8	9	2	8	13	5	--	--	0	0	0	--	--	--
4. 11-15	1	2	0	13	13	21	--	--	0	0	0	--	--	--
5. 16-20	8	7	6	17	22	23	--	--	0	0	4	--	--	--
6. 21 or more	12	23	12	49	39	34	--	--	0	0	4	--	--	--
(N)	(93)	(44)	(51)	(75)	(46)	(82)	--	--	(8)	(14)	(25)	--	--	--
h. Inspection and Maintenance Record, DA Form 2408-13														
1. 0	48	28	22	12	7	7	--	--	47	39	24	--	--	--
2. 1-5	15	19	10	5	3	8	--	--	24	33	29	--	--	--
3. 6-10	14	15	17	2	6	2	--	--	6	9	24	--	--	--
4. 11-15	6	7	12	0	9	8	--	--	6	6	12	--	--	--
5. 16-20	7	10	8	16	8	12	--	--	6	3	0	--	--	--
6. 21 or more	10	21	32	65	68	62	--	--	12	9	12	--	--	--
(N)	(104)	(177)	(60)	(43)	(163)	(98)	--	--	(17)	(33)	(17)	--	--	--
1. 0	21	28	15	4	7	4	--	--	38	46	40	--	--	--
2. 1-5	18	9	19	1	4	7	--	--	25	31	36	--	--	--
3. 6-10	12	12	15	7	9	7	--	--	13	0	4	--	--	--
4. 11-15	4	2	9	14	11	21	--	--	25	15	0	--	--	--
5. 16-20	13	5	6	20	24	22	--	--	0	0	8	--	--	--
6. 21 or more	31	44	36	54	46	39	--	--	0	8	12	--	--	--
(N)	(90)	(43)	(47)	(74)	(46)	(82)	--	--	(8)	(13)	(25)	--	--	--

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
i. Uncorrected Fault Record, DA Form 2408-14														
1. 0	70	57	43	27	20	17	--	--	88	88	33	--	--	
2. 1-5	15	17	25	30	51	45	--	--	12	6	17	--	--	
3. 6-10	9	13	16	18	16	19	--	--	0	6	33	--	--	
4. 11-15	2	4	5	9	5	6	--	--	0	0	0	--	--	
5. 16-20	1	3	5	2	2	2	--	--	0	0	11	--	--	
6. 21 or more (N)	3	5	7	14	6	10	--	--	0	0	6	--	--	
	(105)	(178)	(61)	(44)	(167)	(98)			(17)	(33)	(18)			
1. 0	58	47	32	26	26	17	--	--	38	85	68	--	--	
2. 1-5	20	28	40	44	48	60	--	--	38	0	16	--	--	
3. 6-10	8	14	9	7	15	17	--	--	13	0	8	--	--	
4. 11-15	6	2	4	8	4	1	--	--	13	8	4	--	--	
5. 16-20	4	2	6	3	4	2	--	--	0	0	0	--	--	
6. 21 or more (N)	4	7	9	11	2	2	--	--	0	8	4	--	--	
	(90)	(43)	(47)	(75)	(46)	(82)			(8)	(13)	(25)			
j. Inventory Record, DA Form 2408-17														
1. 0	92	92	86	77	78	68	--	--	94	88	78	--	--	
2. 1-5	6	5	11	21	18	29	--	--	6	9	6	--	--	
3. 6-10	1	3	2	2	4	2	--	--	0	0	11	--	--	
4. 11-15	0	0	0	0	1	0	--	--	0	0	0	--	--	
5. 16-20	0	0	2	0	0	0	--	--	0	3	6	--	--	
6. 21 or more (N)	1	0	0	0	0	1	--	--	0	0	0	--	--	
	(105)	(182)	(64)	(48)	(170)	(101)			(18)	(34)	(18)			
1. 0	85	88	81	84	65	76	--	--	99	99	85	--	--	
2. 1-5	13	5	13	12	30	22	--	--	0	0	12	--	--	
3. 6-10	0	5	4	3	0	2	--	--	0	0	0	--	--	
4. 11-15	1	2	0	1	2	0	--	--	0	0	0	--	--	
5. 16-20	0	0	2	0	0	0	--	--	0	0	4	--	--	
6. 21 or more (N)	1	0	0	0	2	0	--	--	0	0	0	--	--	
	(94)	(43)	(52)	(76)	(46)	(82)			(8)	(14)	(26)			
k. Inspection List, DA Form 2408-18														
1. 0	78	78	81	60	63	48	--	--	91	79	61	--	--	
2. 1-5	12	11	13	33	31	42	--	--	6	15	17	--	--	
3. 6-10	5	6	2	2	4	5	--	--	0	0	6	--	--	
4. 11-15	2	2	0	0	1	0	--	--	0	3	0	--	--	
5. 16-20	1	1	2	2	1	2	--	--	0	0	6	--	--	
6. 21 or more (N)	3	1	3	2	1	2	--	--	0	3	11	--	--	
	(104)	(180)	(63)	(43)	(168)	(99)			(17)	(34)	(18)			
1. 0	65	72	59	60	54	52	--	--	75	92	69	--	--	
2. 1-5	19	14	22	31	21	41	--	--	13	0	19	--	--	
3. 6-10	8	14	8	3	4	2	--	--	13	8	4	--	--	
4. 11-15	1	0	2	0	2	2	--	--	0	0	4	--	--	
5. 16-20	3	0	0	3	0	0	--	--	0	0	0	--	--	
6. 21 or more (N)	4	0	8	4	15	2	--	--	0	0	4	--	--	
	(91)	(43)	(49)	(75)	(46)	(83)			(8)	(13)	(26)			
l. Component Removal and Repair/Overhaul Record, DA Form 2410														
1. 0	61	46	30	85	75	71	--	--	59	28	22	--	--	
2. 1-5	20	13	24	15	21	22	--	--	12	28	39	--	--	
3. 6-10	10	17	14	0	2	4	--	--	18	19	0	--	--	
4. 11-15	1	5	8	0	1	2	--	--	0	6	0	--	--	
5. 16-20	1	5	10	0	1	0	--	--	0	0	11	--	--	
6. 21 or more (N)	7	14	14	0	0	1	--	--	12	19	28	--	--	
	(103)	(177)	(63)	(46)	(171)	(101)			(17)	(32)	(18)			
1. 0	60	58	57	65	60	57	--	--	38	54	48	--	--	
2. 1-5	21	16	22	27	26	38	--	--	13	23	32	--	--	
3. 6-10	11	21	8	4	13	5	--	--	38	15	8	--	--	
4. 11-15	4	2	2	0	2	0	--	--	13	0	4	--	--	
5. 16-20	3	0	4	3	0	0	--	--	0	8	4	--	--	
6. 21 or more (N)	1	2	8	1	0	0	--	--	0	0	4	--	--	
	(92)	(43)	(51)	(75)	(47)	(84)			(8)	(13)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
m. Basic Weight Check List, DD Form 365A													
1. 0	99	98	98	96	95	93	--	--	94	99	94	--	--
2. 1-5	0	1	2	4	4	7	--	--	6	0	0	--	--
3. 6-10	0	1	0	0	0	0	--	--	0	0	0	--	--
4. 11-15	0	0	0	0	0	0	--	--	0	0	0	--	--
5. 16-20	0	1	0	0	1	0	--	--	0	0	6	--	--
6. 21 or more (N)	0	0	0	0	0	0	--	--	0	0	0	--	--
	(105)	(183)	(65)	(48)	(173)	(103)			(18)	(34)	(18)		
1. 0	99	98	94	96	93	98	--	--	99	93	88	--	--
2. 1-5	0	0	6	4	7	2	--	--	0	7	8	--	--
3. 6-10	0	2	0	0	0	0	--	--	0	0	0	--	--
4. 11-15	0	0	0	0	0	0	--	--	0	0	0	--	--
5. 16-20	1	0	0	0	0	0	--	--	0	0	0	--	--
6. 21 or more (N)	0	0	0	0	0	0	--	--	0	0	4	--	--
	(94)	(44)	(54)	(76)	(46)	(85)			(8)	(14)	(26)		
n. Basic Weight and Balance Record, DD Form 365C													
1. 0	99	98	98	98	99	94	--	--	99	99	89	--	--
2. 1-5	0	1	0	2	1	6	--	--	0	0	6	--	--
3. 6-10	1	1	2	0	0	0	--	--	0	0	0	--	--
4. 11-15	0	0	0	0	1	0	--	--	0	0	0	--	--
5. 16-20	0	0	0	0	0	0	--	--	0	0	6	--	--
6. 21 or more (N)	0	0	0	0	0	0	--	--	0	0	0	--	--
	(105)	(180)	(65)	(48)	(173)	(103)			(18)	(34)	(18)		
1. 0	99	98	98	97	96	98	--	--	99	93	88	--	--
2. 1-5	0	0	2	3	4	2	--	--	0	7	8	--	--
3. 6-10	0	2	0	0	0	0	--	--	0	0	0	--	--
4. 11-15	0	0	0	0	0	0	--	--	0	0	0	--	--
5. 16-20	0	0	0	0	0	0	--	--	0	0	0	--	--
6. 21 or more (N)	1	0	0	0	0	0	--	--	0	0	4	--	--
	(94)	(44)	(54)	(76)	(46)	(85)			(8)	(14)	(26)		
o. Weight and Balance Clearance, Form F, DD Form 365F													
1. 0	99	98	98	98	99	96	--	--	99	99	94	--	--
2. 1-5	0	1	0	2	1	4	--	--	0	0	0	--	--
3. 6-10	1	1	2	0	0	0	--	--	0	0	0	--	--
4. 11-15	0	0	0	0	0	0	--	--	0	0	0	--	--
5. 16-20	0	0	0	0	1	0	--	--	0	0	6	--	--
6. 21 or more (N)	0	0	0	0	0	0	--	--	0	0	0	--	--
	(105)	(179)	(65)	(48)	(173)	(103)			(18)	(34)	(18)		
1. 0	99	98	98	97	98	98	--	--	99	99	96	--	--
2. 1-5	0	0	2	3	2	2	--	--	0	0	0	--	--
3. 6-10	0	2	0	0	0	0	--	--	0	0	0	--	--
4. 11-15	0	0	0	0	0	0	--	--	0	0	0	--	--
5. 16-20	0	0	0	0	0	0	--	--	0	0	0	--	--
6. 21 or more (N)	0	0	0	0	0	0	--	--	0	0	4	--	--
	(94)	(43)	(54)	(76)	(46)	(85)			(8)	(14)	(26)		
2. Indicate your judgment of the ability of the 67N20's in your unit to accurately complete the forms listed.													
a. Parts Requisition, DA Form 9-79													
1. Poor	--	--	--	--	--	--	5	--	--	--	--	0	--
2. Fair	--	--	--	--	--	--	9	--	--	--	--	12	--
3. Good	--	--	--	--	--	--	22	--	--	--	--	29	--
4. Very Good	--	--	--	--	--	--	23	--	--	--	--	29	--
5. Excellent	--	--	--	--	--	--	22	--	--	--	--	14	--
6. I do not know or not used (N)	--	--	--	--	--	--	18	--	--	--	--	16	--
							(130)					(49)	
1. Poor	--	--	--	--	--	--	2	--	--	--	--	0	--
2. Fair	--	--	--	--	--	--	9	--	--	--	--	10	--
3. Good	--	--	--	--	--	--	22	--	--	--	--	19	--
4. Very Good	--	--	--	--	--	--	28	--	--	--	--	26	--
5. Excellent	--	--	--	--	--	--	26	--	--	--	--	18	--
6. I do not know or not used (N)	--	--	--	--	--	--	14	--	--	--	--	26	--
							(116)					(77)	

Questionnaire Item	Organizational Personnel									DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.		
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+				
b. Exchange Tag, DA Form 2402															
1. Poor	--	--	--	--	--	--	6	--	--	--	--	2	--		
2. Fair	--	--	--	--	--	--	18	--	--	--	--	31	--		
3. Good	--	--	--	--	--	--	22	--	--	--	--	24	--		
4. Very good	--	--	--	--	--	--	23	--	--	--	--	27	--		
5. Excellent	--	--	--	--	--	--	22	--	--	--	--	16	--		
6. I do not know or not used (N)	--	--	--	--	--	--	8	--	--	--	--	0	--		
							(130)					(49)			
1. Poor	--	--	--	--	--	--	6	--	--	--	--	4	--		
2. Fair	--	--	--	--	--	--	16	--	--	--	--	17	--		
3. Good	--	--	--	--	--	--	28	--	--	--	--	31	--		
4. Very good	--	--	--	--	--	--	24	--	--	--	--	29	--		
5. Excellent	--	--	--	--	--	--	17	--	--	--	--	19	--		
6. I do not know or not used (N)	--	--	--	--	--	--	4	--	--	--	--	0	--		
							(116)					(77)			
c. Equipment Inspection and Maintenance Worksheet, DA Form 2404															
1. Poor	--	--	--	--	--	--	5	--	--	--	--	8	--		
2. Fair	--	--	--	--	--	--	11	--	--	--	--	13	--		
3. Good	--	--	--	--	--	--	25	--	--	--	--	35	--		
4. Very good	--	--	--	--	--	--	32	--	--	--	--	22	--		
5. Excellent	--	--	--	--	--	--	26	--	--	--	--	16	--		
6. I do not know or not used (N)	--	--	--	--	--	--	2	--	--	--	--	0	--		
							(130)					(49)			
1. Poor	--	--	--	--	--	--	3	--	--	--	--	1	--		
2. Fair	--	--	--	--	--	--	10	--	--	--	--	14	--		
3. Good	--	--	--	--	--	--	25	--	--	--	--	25	--		
4. Very good	--	--	--	--	--	--	32	--	--	--	--	32	--		
5. Excellent	--	--	--	--	--	--	19	--	--	--	--	26	--		
6. I do not know or not used (N)	--	--	--	--	--	--	10	--	--	--	--	1	--		
							(115)					(76)			
d. Equipment Maintenance Record, DA Form 2408-3															
1. Poor	--	--	--	--	--	--	21	--	--	--	--	27	--		
2. Fair	--	--	--	--	--	--	25	--	--	--	--	10	--		
3. Good	--	--	--	--	--	--	22	--	--	--	--	27	--		
4. Very good	--	--	--	--	--	--	12	--	--	--	--	6	--		
5. Excellent	--	--	--	--	--	--	8	--	--	--	--	6	--		
6. I do not know or not used (N)	--	--	--	--	--	--	12	--	--	--	--	24	--		
							(130)					(49)			
1. Poor	--	--	--	--	--	--	9	--	--	--	--	6	--		
2. Fair	--	--	--	--	--	--	21	--	--	--	--	16	--		
3. Good	--	--	--	--	--	--	29	--	--	--	--	10	--		
4. Very good	--	--	--	--	--	--	23	--	--	--	--	6	--		
5. Excellent	--	--	--	--	--	--	15	--	--	--	--	8	--		
6. I do not know or not used (N)	--	--	--	--	--	--	3	--	--	--	--	53	--		
							(116)					(77)			
e. Weapon Record Data, DA Form 2408-4															
1. Poor	--	--	--	--	--	--	12	--	--	--	--	6	--		
2. Fair	--	--	--	--	--	--	7	--	--	--	--	2	--		
3. Good	--	--	--	--	--	--	17	--	--	--	--	6	--		
4. Very good	--	--	--	--	--	--	4	--	--	--	--	10	--		
5. Excellent	--	--	--	--	--	--	2	--	--	--	--	2	--		
6. I do not know or not used (N)	--	--	--	--	--	--	58	--	--	--	--	73	--		
							(130)					(49)			
1. Poor	--	--	--	--	--	--	2	--	--	--	--	3	--		
2. Fair	--	--	--	--	--	--	5	--	--	--	--	4	--		
3. Good	--	--	--	--	--	--	7	--	--	--	--	0	--		
4. Very good	--	--	--	--	--	--	6	--	--	--	--	1	--		
5. Excellent	--	--	--	--	--	--	2	--	--	--	--	3	--		
6. I do not know or not used (N)	--	--	--	--	--	--	77	--	--	--	--	90	--		
							(111)					(77)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
f. Modification Record, DA Form 2408-5														
1. Poor	--	--	--	--	--	--	20	--	--	--	--	16	--	
2. Fair	--	--	--	--	--	--	15	--	--	--	--	16	--	
3. Good	--	--	--	--	--	--	16	--	--	--	--	22	--	
4. Very good	--	--	--	--	--	--	12	--	--	--	--	4	--	
5. Excellent	--	--	--	--	--	--	3	--	--	--	--	6	--	
6. I do not know or not used (N)	--	--	--	--	--	--	34	--	--	--	--	35	--	
							(130)					(49)		
1. Poor	--	--	--	--	--	--	10	--	--	--	--	13	--	
2. Fair	--	--	--	--	--	--	14	--	--	--	--	16	--	
3. Good	--	--	--	--	--	--	23	--	--	--	--	16	--	
4. Very good	--	--	--	--	--	--	18	--	--	--	--	9	--	
5. Excellent	--	--	--	--	--	--	3	--	--	--	--	16	--	
6. I do not know or not used (N)	--	--	--	--	--	--	33	--	--	--	--	31	--	
							(115)					(77)		
g. Aviators Flight Record, DA Form 2408-12														
1. Poor	--	--	--	--	--	--	3	--	--	--	--	8	--	
2. Fair	--	--	--	--	--	--	12	--	--	--	--	10	--	
3. Good	--	--	--	--	--	--	32	--	--	--	--	27	--	
4. Very good	--	--	--	--	--	--	18	--	--	--	--	33	--	
5. Excellent	--	--	--	--	--	--	22	--	--	--	--	10	--	
6. I do not know or not used (N)	--	--	--	--	--	--	12	--	--	--	--	10	--	
							(130)					(48)		
1. Poor	--	--	--	--	--	--	2	--	--	--	--	4	--	
2. Fair	--	--	--	--	--	--	8	--	--	--	--	12	--	
3. Good	--	--	--	--	--	--	28	--	--	--	--	21	--	
4. Very good	--	--	--	--	--	--	29	--	--	--	--	10	--	
5. Excellent	--	--	--	--	--	--	28	--	--	--	--	19	--	
6. I do not know or not used (N)	--	--	--	--	--	--	4	--	--	--	--	34	--	
							(116)					(77)		
h. Inspection and Maintenance Record, DA Form 2408-13														
1. Poor	--	--	--	--	--	--	12	--	--	--	--	4	--	
2. Fair	--	--	--	--	--	--	16	--	--	--	--	27	--	
3. Good	--	--	--	--	--	--	22	--	--	--	--	29	--	
4. Very good	--	--	--	--	--	--	29	--	--	--	--	27	--	
5. Excellent	--	--	--	--	--	--	18	--	--	--	--	12	--	
6. I do not know or not used (N)	--	--	--	--	--	--	3	--	--	--	--	2	--	
							(130)					(49)		
1. Poor	--	--	--	--	--	--	5	--	--	--	--	5	--	
2. Fair	--	--	--	--	--	--	14	--	--	--	--	12	--	
3. Good	--	--	--	--	--	--	29	--	--	--	--	22	--	
4. Very good	--	--	--	--	--	--	30	--	--	--	--	18	--	
5. Excellent	--	--	--	--	--	--	21	--	--	--	--	38	--	
6. I do not know or not used (N)	--	--	--	--	--	--	1	--	--	--	--	4	--	
							(116)					(76)		
i. Uncorrected Fault Record, DA Form 2408-14														
1. Poor	--	--	--	--	--	--	16	--	--	--	--	12	--	
2. Fair	--	--	--	--	--	--	20	--	--	--	--	27	--	
3. Good	--	--	--	--	--	--	25	--	--	--	--	31	--	
4. Very good	--	--	--	--	--	--	23	--	--	--	--	12	--	
5. Excellent	--	--	--	--	--	--	12	--	--	--	--	8	--	
6. I do not know or not used (N)	--	--	--	--	--	--	5	--	--	--	--	10	--	
							(130)					(49)		
1. Poor	--	--	--	--	--	--	6	--	--	--	--	6	--	
2. Fair	--	--	--	--	--	--	16	--	--	--	--	18	--	
3. Good	--	--	--	--	--	--	34	--	--	--	--	23	--	
4. Very good	--	--	--	--	--	--	28	--	--	--	--	18	--	
5. Excellent	--	--	--	--	--	--	13	--	--	--	--	21	--	
6. I do not know or not used (N)	--	--	--	--	--	--	3	--	--	--	--	13	--	
							(116)					(77)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
j. Inventory Record, DA Form 2408-17													
1. Poor	--	--	--	--	--	--	15	--	--	--	--	21	--
2. Fair	--	--	--	--	--	--	20	--	--	--	--	15	--
3. Good	--	--	--	--	--	--	22	--	--	--	--	19	--
4. Very good	--	--	--	--	--	--	12	--	--	--	--	15	--
5. Excellent	--	--	--	--	--	--	6	--	--	--	--	8	--
6. I do not know or not used (N)	--	--	--	--	--	--	24 (130)	--	--	--	--	23 (48)	--
1. Poor	--	--	--	--	--	--	5	--	--	--	--	8	--
2. Fair	--	--	--	--	--	--	16	--	--	--	--	14	--
3. Good	--	--	--	--	--	--	29	--	--	--	--	16	--
4. Very good	--	--	--	--	--	--	23	--	--	--	--	8	--
5. Excellent	--	--	--	--	--	--	11	--	--	--	--	9	--
6. I do not know or not used (N)	--	--	--	--	--	--	15 (116)	--	--	--	--	45 (77)	--
k. Inspection List, DA Form 2408-18													
1. Poor	--	--	--	--	--	--	15	--	--	--	--	16	--
2. Fair	--	--	--	--	--	--	20	--	--	--	--	16	--
3. Good	--	--	--	--	--	--	20	--	--	--	--	18	--
4. Very good	--	--	--	--	--	--	19	--	--	--	--	16	--
5. Excellent	--	--	--	--	--	--	9	--	--	--	--	8	--
6. I do not know or not used (N)	--	--	--	--	--	--	17 (130)	--	--	--	--	24 (49)	--
1. Poor	--	--	--	--	--	--	6	--	--	--	--	8	--
2. Fair	--	--	--	--	--	--	14	--	--	--	--	22	--
3. Good	--	--	--	--	--	--	33	--	--	--	--	16	--
4. Very good	--	--	--	--	--	--	25	--	--	--	--	9	--
5. Excellent	--	--	--	--	--	--	15	--	--	--	--	17	--
6. I do not know or not used (N)	--	--	--	--	--	--	8 (116)	--	--	--	--	29 (77)	--
l. Component Removal and Repair/Overhaul Record, DA Form 2410													
1. Poor	--	--	--	--	--	--	19	--	--	--	--	31	--
2. Fair	--	--	--	--	--	--	17	--	--	--	--	20	--
3. Good	--	--	--	--	--	--	19	--	--	--	--	20	--
4. Very good	--	--	--	--	--	--	13	--	--	--	--	14	--
5. Excellent	--	--	--	--	--	--	12	--	--	--	--	10	--
6. I do not know or not used (N)	--	--	--	--	--	--	20 (129)	--	--	--	--	4 (49)	--
1. Poor	--	--	--	--	--	--	16	--	--	--	--	16	--
2. Fair	--	--	--	--	--	--	26	--	--	--	--	25	--
3. Good	--	--	--	--	--	--	21	--	--	--	--	21	--
4. Very good	--	--	--	--	--	--	13	--	--	--	--	8	--
5. Excellent	--	--	--	--	--	--	5	--	--	--	--	21	--
6. I do not know or not used (N)	--	--	--	--	--	--	19 (116)	--	--	--	--	10 (77)	--
m. Basic Weight Check List, DD Form 365A													
1. Poor	--	--	--	--	--	--	24	--	--	--	--	22	--
2. Fair	--	--	--	--	--	--	10	--	--	--	--	12	--
3. Good	--	--	--	--	--	--	9	--	--	--	--	2	--
4. Very good	--	--	--	--	--	--	3	--	--	--	--	2	--
5. Excellent	--	--	--	--	--	--	2	--	--	--	--	0	--
6. I do not know or not used (N)	--	--	--	--	--	--	52 (129)	--	--	--	--	61 (49)	--
1. Poor	--	--	--	--	--	--	23	--	--	--	--	21	--
2. Fair	--	--	--	--	--	--	16	--	--	--	--	9	--
3. Good	--	--	--	--	--	--	8	--	--	--	--	6	--
4. Very good	--	--	--	--	--	--	7	--	--	--	--	5	--
5. Excellent	--	--	--	--	--	--	1	--	--	--	--	5	--
6. I do not know or not used (N)	--	--	--	--	--	--	45 (116)	--	--	--	--	53 (77)	--

Questionnaire Item	Organizational Personnel							DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
n. Basic Weight and Balance Record, DD Form 365C														
1. Poor	--	--	--	--	--	--	25	--	--	--	--	24	--	
2. Fair	--	--	--	--	--	--	12	--	--	--	--	12	--	
3. Good	--	--	--	--	--	--	7	--	--	--	--	7	--	
4. Very good	--	--	--	--	--	--	5	--	--	--	--	0	--	
5. Excellent	--	--	--	--	--	--	2	--	--	--	--	0	--	
6. I do not know or not used	--	--	--	--	--	--	51	--	--	--	--	61	--	
(N)							(130)					(49)		
1. Poor	--	--	--	--	--	--	26	--	--	--	--	21	--	
2. Fair	--	--	--	--	--	--	14	--	--	--	--	9	--	
3. Good	--	--	--	--	--	--	8	--	--	--	--	5	--	
4. Very good	--	--	--	--	--	--	7	--	--	--	--	6	--	
5. Excellent	--	--	--	--	--	--	0	--	--	--	--	5	--	
6. I do not know or not used	--	--	--	--	--	--	46	--	--	--	--	53	--	
(N)							(116)					(77)		
o. Weight and Balance Clearance, Form F, DD Form 365F														
1. Poor	--	--	--	--	--	--	27	--	--	--	--	27	--	
2. Fair	--	--	--	--	--	--	11	--	--	--	--	10	--	
3. Good	--	--	--	--	--	--	5	--	--	--	--	4	--	
4. Very good	--	--	--	--	--	--	4	--	--	--	--	0	--	
5. Excellent	--	--	--	--	--	--	1	--	--	--	--	0	--	
6. I do not know or not used	--	--	--	--	--	--	52	--	--	--	--	59	--	
(N)							(130)					(49)		
1. Poor	--	--	--	--	--	--	23	--	--	--	--	19	--	
2. Fair	--	--	--	--	--	--	12	--	--	--	--	9	--	
3. Good	--	--	--	--	--	--	10	--	--	--	--	6	--	
4. Very good	--	--	--	--	--	--	5	--	--	--	--	5	--	
5. Excellent	--	--	--	--	--	--	0	--	--	--	--	5	--	
6. I do not know or not used	--	--	--	--	--	--	49	--	--	--	--	55	--	
(N)							(116)					(77)		
3. Indicates the difficulty that you (that the 67N20's in your unit) have in using aircraft maintenance forms. Check as many blanks as apply.														
1. No difficulty	45	56	54	66	70	79	17	--	67	62	63	16	--	
2. Not properly trained in use of forms	27	24	25	14	18	11	74	--	17	35	11	80	--	
3. Forms too long	6	5	3	6	3	2	1	--	6	0	11	2	--	
4. Forms too complicated	7	4	5	4	3	4	3	--	6	3	16	10	--	
5. Forms incomplete	2	2	2	0	2	1	3	--	0	0	11	6	--	
6. Structure of forms make use difficult	10	10	6	6	7	10	4	--	0	6	5	10	--	
7. Forms not self-explanatory	16	12	8	12	9	9	9	--	11	14	16	12	--	
8. Other	6	3	5	0	4	3	6	--	11	3	0	4	--	
(N)	(102)	(186)	(165)	(50)	(177)	(103)	(129)		(18)	(34)	(19)	(49)		
1. No difficulty	43	60	63	61	77	71	27	--	99	50	73	28	--	
2. Not properly trained in use of forms	24	22	13	16	10	11	64	--	0	29	15	64	--	
3. Forms too long	4	0	5	3	4	6	1	--	14	7	0	0	--	
4. Forms too complicated	14	7	13	6	4	6	5	--	0	0	12	4	--	
5. Forms incomplete	3	2	0	1	2	1	8	--	0	0	4	0	--	
6. Structure of forms make use difficult	14	4	16	9	4	13	9	--	14	7	12	5	--	
7. Forms not self-explanatory	14	11	14	14	10	13	9	--	0	14	19	14	--	
8. Other	6	2	4	3	4	5	5	--	0	0	4	5	--	
(N)	(96)	(45)	(56)	(80)	(48)	(85)	(116)		(7)	(14)	(26)	(80)		
4. Do you have difficulty understanding the entries made by other personnel in the Aircraft Log Book?														
1. Never	7	9	3	15	18	18	--	--	11	12	11	--	--	
2. Rarely	36	26	26	40	43	33	--	--	28	26	33	--	--	
3. Sometimes	52	57	58	44	35	43	--	--	56	50	50	--	--	
4. Usually	1	8	12	2	2	6	--	--	6	9	6	--	--	
5. Always	3	1	2	0	2	0	--	--	0	3	0	--	--	
(N)	(107)	(182)	(166)	(48)	(176)	(102)			(18)	(34)	(18)			
1. Never	7	7	9	5	13	8	--	--	0	7	0	--	--	
2. Rarely	31	27	18	31	28	34	--	--	50	40	15	--	--	
3. Sometimes	55	51	57	53	55	47	--	--	50	47	73	--	--	
4. Usually	4	7	14	6	4	8	--	--	0	7	8	--	--	
5. Always	3	9	2	5	0	3	--	--	0	0	4	--	--	
(N)	(97)	(45)	(56)	(80)	(47)	(86)			(8)	(15)	(26)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
5. Is your unit's TM library convenient to your usual work area?													
1. Yes, very convenient	48	38	35	26	23	31	--	--	56	38	42	--	--
2. Yes, fairly convenient	38	41	45	40	42	31	--	--	28	35	32	--	--
3. No, rather inconvenient	9	13	12	18	20	29	--	--	11	24	16	--	--
4. No, very inconvenient	5	8	8	16	14	10	--	--	6	3	11	--	--
(N)	(106)	(186)	(166)	(50)	(177)	(104)			(18)	(34)	(19)		
1. Yes, very convenient	32	22	25	20	23	38	--	--	38	60	36	--	--
2. Yes, fairly convenient	43	47	40	44	48	34	--	--	50	40	44	--	--
3. No, rather inconvenient	14	20	14	19	17	17	--	--	0	0	20	--	--
4. No, very inconvenient	10	11	21	17	13	10	--	--	13	0	0	--	--
(N)	(97)	(45)	(57)	(41)	(48)	(87)			(4)	(15)	(25)		
6. How up to date are the UH-1 series TM's in your unit's TM library?													
1. Never up to date	6	3	2	4	6	4	2	--	0	3	0	0	--
2. Rarely up to date	4	3	12	2	5	5	7	--	0	9	11	2	--
3. Sometimes up to date	13	9	11	16	16	16	8	--	17	21	5	4	--
4. Usually up to date	50	60	52	55	56	55	65	--	50	56	68	63	--
5. Always up to date	28	26	24	22	16	20	18	--	33	12	16	31	--
(N)	(107)	(136)	(166)	(49)	(176)	(103)	(130)		(19)	(34)	(19)	(49)	
1. Never up to date	2	9	4	4	2	0	3	--	0	7	8	2	--
2. Rarely up to date	5	2	9	9	8	6	4	--	13	13	8	1	--
3. Sometimes up to date	12	18	16	5	13	7	5	--	13	7	25	5	--
4. Usually up to date	57	49	54	68	54	54	59	--	50	27	46	57	--
5. Always up to date	23	22	18	15	23	33	29	--	25	47	13	35	--
(N)	(94)	(45)	(57)	(81)	(48)	(87)	(120)		(8)	(15)	(24)	(81)	
7. How frequently are the TM's in your unit checked against a current DA Pamphlet 310-4, Military Publications: Index to Technical Publications?													
1. No current DA Pamphlet 310-4 in unit	--	--	--	--	--	--	4	--	--	--	--	2	--
2. Never	--	--	--	--	--	--	2	--	--	--	--	0	--
3. Rarely	--	--	--	--	--	--	3	--	--	--	--	6	--
4. Sometimes	--	--	--	--	--	--	13	--	--	--	--	8	--
5. Frequently	--	--	--	--	--	--	51	--	--	--	--	39	--
6. Very frequently	--	--	--	--	--	--	20	--	--	--	--	37	--
7. I do not know	--	--	--	--	--	--	8	--	--	--	--	8	--
(N)							(128)					(49)	
1. No current DA Pamphlet 310-4 in unit	--	--	--	--	--	--	3	--	--	--	--	1	--
2. Never	--	--	--	--	--	--	1	--	--	--	--	0	--
3. Rarely	--	--	--	--	--	--	3	--	--	--	--	1	--
4. Sometimes	--	--	--	--	--	--	5	--	--	--	--	1	--
5. Frequently	--	--	--	--	--	--	40	--	--	--	--	35	--
6. Very frequently	--	--	--	--	--	--	41	--	--	--	--	56	--
7. I do not know	--	--	--	--	--	--	7	--	--	--	--	5	--
(N)							(121)					(80)	
8. Are you (the 67N20's in your unit) allowed to take required TM's from the TM library to your (their) work area?													
1. Yes, all of the TM's	46	33	32	22	31	19	39	--	50	47	37	37	--
2. Yes, most of the TM's	32	37	38	35	29	32	40	--	28	37	42	31	--
3. No, most have to be used in the library	14	19	23	31	26	31	12	--	11	18	11	14	--
4. No, all have to be used in the library	8	11	8	12	14	18	9	--	11	3	1	18	--
(N)	(106)	(186)	(166)	(49)	(176)	(104)	(130)		(18)	(34)	(19)	(49)	
1. Yes, all of the TM's	37	45	42	43	33	45	49	--	88	60	32	54	--
2. Yes, most of the TM's	42	41	33	30	40	38	33	--	13	33	60	19	--
3. No, most have to be used in the library	15	5	18	19	21	9	10	--	0	0	4	19	--
4. No, all have to be used in the library	6	9	7	8	6	8	8	--	0	7	4	9	--
(N)	(95)	(44)	(57)	(79)	(48)	(87)	(119)		(8)	(15)	(25)	(80)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
9. If you are a crew chief, is there a copy of the Organizational Maintenance Manual, -20, in your aircraft? Is the manual up to date?													
1. There is a reasonably up-to-date copy	--	--	--	52	51	56	--	--	--	--	--	--	--
2. There is a copy, but it is not up to date	--	--	--	8	6	11	--	--	--	--	--	--	--
3. There is not a copy in my aircraft	--	--	--	40	43	33	--	--	--	--	--	--	--
(N)				(48)	(172)	(101)							
1. There is a reasonably up-to-date copy	--	--	--	25	43	52	--	--	--	--	--	--	--
2. There is a copy, but it is not up to date	--	--	--	4	2	2	--	--	--	--	--	--	--
3. There is not a copy in my aircraft	--	--	--	71	55	46	--	--	--	--	--	--	--
(N)				(75)	(47)	(81)							
10. How often do you read the appropriate sections of the TM before beginning work on routine maintenance tasks?													
1. Never	21	15	12	8	16	4	--	--	17	12	5	--	--
2. Rarely	33	27	20	32	27	20	--	--	28	6	11	--	--
3. Sometimes	27	37	32	28	25	35	--	--	22	41	16	--	--
4. Usually	14	17	29	26	25	25	--	--	6	32	68	--	--
5. Always	6	4	8	6	6	16	--	--	28	9	0	--	--
(N)	(107)	(196)	(166)	(50)	(177)	(104)			(18)	(34)	(19)		
1. Never	15	11	7	12	6	2	--	--	0	0	0	--	--
2. Rarely	33	28	14	19	10	8	--	--	43	0	16	--	--
3. Sometimes	19	30	28	22	31	24	--	--	29	33		--	--
4. Usually	21	22	19	33	35	38	--	--	29	53	28	--	--
5. Always	12	9	12	14	17	28	--	--	0	13	28	--	--
(N)	(97)	(46)	(57)	(81)	(48)	(87)			(7)	(15)	(25)		
11. How often do you have the appropriate TM with you at your work area when performing routine maintenance tasks?													
1. I am not allowed to take TM's to work area	7	6	3	8	3	4	--	--	6	3	5	--	--
2. Never	15	8	6	12	17	9	--	--	11	6	5	--	--
3. Rarely	27	29	36	20	22	22	--	--	22	21	16	--	--
4. Sometimes	19	28	27	18	24	25	--	--	33	32	11	--	--
5. Usually	25	20	23	30	19	20	--	--	6	26	53	--	--
6. Always	7	10	5	12	15	20	--	--	22	12	11	--	--
(N)	(107)	(186)	(166)	(50)	(177)	(104)			(18)	(34)	(19)		
1. I am not allowed to take TM's to work area	7	0	2	7	2	2	--	--	0	0	0	--	--
2. Never	10	7	5	17	8	5	--	--	13	0	0	--	--
3. Rarely	29	26	19	20	21	10	--	--	38	0	20	--	--
4. Sometimes	18	30	32	19	21	22	--	--	25	13	32	--	--
5. Usually	20	30	18	22	19	31	--	--	13	67	20	--	--
6. Always	15	7	25	15	29	30	--	--	13	20	28	--	--
(N)	(98)	(46)	(57)	(81)	(48)	(87)			(8)	(15)	(25)		
12. How often do you read the appropriate sections in the TM before beginning work on troubleshooting tasks?													
1. Never	24	8	8	6	12	6	--	--	11	6	5	--	--
2. Rarely	25	19	15	24	17	12	--	--	17	6	11	--	--
3. Sometimes	22	38	27	22	32	22	--	--	22	32	26	--	--
4. Usually	21	29	36	27	25	32	--	--	17	44	32	--	--
5. Always	7	16	14	20	14	28	--	--	33	12	26	--	--
(N)	(107)	(186)	(166)	(49)	(177)	(103)			(19)	(34)	(19)		
1. Never	13	7	4	11	6	2	--	--	25	0	0	--	--
2. Rarely	26	22	18	12	11	6	--	--	13	13	15	--	--
3. Sometimes	16	28	13	21	19	15	--	--	25	7	12	--	--
4. Usually	22	26	41	37	38	35	--	--	38	33	35	--	--
5. Always	22	17	25	19	26	42	--	--	0	47	39	--	--
(N)	(99)	(46)	(56)	(81)	(47)	(86)			(8)	(15)	(26)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
13. How often do you have the appropriate TM with you at your work area when performing trouble-shooting tasks?														
1. I am not allowed to take TM's to work area	7	7	3	8	3	5	--	--	6	3	5	--	--	
2. Never	18	6	8	10	11	3	--	--	11	6	5	--	--	
3. Rarely	24	20	20	22	21	19	--	--	17	9	11	--	--	
4. Sometimes	21	26	27	22	24	20	--	--	11	26	21	--	--	
5. Usually	21	17	30	14	23	29	--	--	22	35	42	--	--	
6. Always	7	13	12	22	18	23	--	--	33	21	16	--	--	
(N)	(107)	(186)	(66)	(49)	(177)	(103)			(18)	(34)	(19)			
1. I am not allowed to take TM's to work area	8	4	2	7	2	2	--	--	0	0	0	--	--	
2. Never	11	9	2	11	11	2	--	--	0	0	0	--	--	
3. Rarely	22	24	16	17	9	6	--	--	25	13	0	--	--	
4. Sometimes	18	17	21	14	26	15	--	--	50	7	23	--	--	
5. Usually	20	26	34	32	28	35	--	--	13	33	31	--	--	
6. Always	20	20	25	19	26	40	--	--	13	47	46	--	--	
(N)	(99)	(46)	(56)	(81)	(47)	(85)			(8)	(15)	(26)			
14. Indicate how often you use the TM's listed below in performing your maintenance duties.														
a. Equipment Serviceability Criteria (-ESC)														
1. Never	46	27	17	6	14	12	--	--	44	29	21	--	--	
2. Rarely	16	26	30	24	28	19	--	--	17	12	21	--	--	
3. Sometimes	15	15	22	20	24	35	--	--	0	29	32	--	--	
4. Frequently	3	8	13	14	15	15	--	--	17	12	5	--	--	
5. Very Frequently	7	7	6	14	10	15	--	--	0	9	5	--	--	
6. Not available	13	16	13	22	10	3	--	--	22	9	16	--	--	
(N)	(106)	(182)	(64)	(50)	(174)	(104)			(18)	(34)	(19)			
1. Never	33	24	20	19	19	7	--	--	13	27	4	--	--	
2. Rarely	16	22	15	21	28	18	--	--	25	33	35	--	--	
3. Sometimes	19	11	18	24	21	20	--	--	25	7	30	--	--	
4. Frequently	13	7	22	10	17	31	--	--	0	13	17	--	--	
5. Very frequently	4	9	13	6	9	15	--	--	0	13	4	--	--	
6. Not available	16	27	13	19	6	9	--	--	38	7	9	--	--	
(N)	(96)	(45)	(55)	(78)	(47)	(85)			(8)	(15)	(23)			
b. Operators Handbook (-10)														
1. Never	50	33	36	6	23	20	--	--	28	41	37	--	--	
2. Rarely	17	28	28	32	32	24	--	--	22	32	26	--	--	
3. Sometimes	16	13	16	14	21	25	--	--	17	15	16	--	--	
4. Frequently	4	5	5	16	9	14	--	--	0	3	5	--	--	
5. Very frequently	5	6	8	16	6	13	--	--	6	0	11	--	--	
6. Not available	8	15	8	16	8	3	--	--	28	9	5	--	--	
(N)	(106)	(183)	(64)	(50)	(174)	(104)			(18)	(34)	(19)			
1. Never	26	24	25	21	21	6	--	--	13	27	17	--	--	
2. Rarely	30	33	20	25	32	31	--	--	25	33	48	--	--	
3. Sometimes	17	18	24	31	28	33	--	--	38	27	13	--	--	
4. Frequently	10	2	13	8	4	15	--	--	0	7	13	--	--	
5. Very frequently	9	9	7	5	13	12	--	--	0	0	4	--	--	
6. Not available	8	13	11	10	2	4	--	--	25	7	4	--	--	
(N)	(96)	(45)	(55)	(77)	(47)	(85)			(8)	(15)	(23)			
c. Organizational Maintenance Manual (-20)														
1. Never	10	2	3	2	3	5	--	--	6	0	0	--	--	
2. Rarely	11	8	5	8	8	2	--	--	11	9	11	--	--	
3. Sometimes	22	25	16	12	21	12	--	--	17	6	11	--	--	
4. Frequently	30	33	28	33	27	29	--	--	28	41	42	--	--	
5. Very frequently	26	31	47	37	39	51	--	--	39	38	37	--	--	
6. Not available	1	1	2	8	1	2	--	--	0	6	0	--	--	
(N)	(105)	(181)	(64)	(49)	(173)	(104)			(19)	(34)	(19)			
1. Never	2	2	0	1	2	1	--	--	0	0	0	--	--	
2. Rarely	15	5	0	8	0	2	--	--	13	0	13	--	--	
3. Sometimes	19	11	13	18	11	6	--	--	13	0	17	--	--	
4. Frequently	29	32	25	35	26	25	--	--	50	40	43	--	--	
5. Very frequently	36	45	67	37	62	64	--	--	25	60	27	--	--	
6. Not available	0	5	0	1	0	1	--	--	0	0	4	--	--	
(N)	(96)	(44)	(55)	(78)	(47)	(84)			(8)	(15)	(23)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv.	Maint Off.	Shop Mechanics			Enl Supv.	Maint Off.	
	0-6	6-12	13.	0-6	7-12	13.			0-6	6-12	13.			
d. DS, GS, and Depot Manuals (-35)														
1. Never	20	6	9	16	19	10	--	--	11	3	0	--	--	
2. Rarely	15	15	11	26	23	21	--	--	17	6	0	--	--	
3. Sometimes	30	18	8	18	27	25	--	--	11	12	5	--	--	
4. Frequently	15	28	27	16	13	18	--	--	22	24	42	--	--	
5. Very frequently	14	27	18	10	12	17	--	--	39	50	47	--	--	
6. Not available	5	7	8	14	6	8	--	--	0	6	5	--	--	
(N)	(105)	(181)	(64)	(50)	(173)	(103)			(18)	(34)	(19)			
1. Never	27	11	9	14	4	6	--	--	0	0	0	--	--	
2. Rarely	21	16	20	27	19	22	--	--	0	7	9	--	--	
3. Sometimes	14	29	27	18	26	31	--	--	13	13	13	--	--	
4. Frequently	17	24	16	19	19	15	--	--	38	13	35	--	--	
5. Very frequently	13	9	18	12	26	13	--	--	50	60	43	--	--	
6. Not available	8	11	9	10	6	13	--	--	0	7	0	--	--	
(N)	(95)	(45)	(55)	(78)	(47)	(85)			(8)	(15)	(23)			
e. Organizational, DS, GS, and Depot Parts Manuals (-20P, -3SP-1, and -3SF-2)														
1. Never	8	2	0	6	6	6	--	--	6	0	5	--	--	
2. Rarely	7	5	6	10	5	7	--	--	11	3	0	--	--	
3. Sometimes	26	15	5	8	22	10	--	--	6	3	0	--	--	
4. Frequently	22	27	30	26	24	19	--	--	11	29	37	--	--	
5. Very frequently	15	50	55	42	41	54	--	--	67	62	58	--	--	
6. Not available	2	1	3	8	2	4	--	--	0	3	0	--	--	
(N)	(106)	(181)	(64)	(50)	(174)	(103)			(18)	(34)	(19)			
1. Never	8	2	0	1	2	2	--	--	0	0	0	--	--	
2. Rarely	11	4	2	13	4	4	--	--	0	0	17	--	--	
3. Sometimes	23	11	15	13	11	15	--	--	13	13	17	--	--	
4. Frequently	27	38	24	36	26	19	--	--	25	13	26	--	--	
5. Very frequently	28	42	58	33	57	58	--	--	63	73	39	--	--	
6. Not available	2	2	2	4	0	1	--	--	0	0	0	--	--	
(N)	(96)	(45)	(55)	(78)	(47)	(84)			(8)	(15)	(23)			
f. Daily Inspection Check List (-20 PMD)														
1. Never	47	35	27	6	13	9	--	--	22	18	5	--	--	
2. Rarely	19	22	28	14	17	15	--	--	22	35	26	--	--	
3. Sometimes	13	15	9	12	16	19	--	--	17	15	21	--	--	
4. Frequently	9	11	19	18	16	13	--	--	11	18	21	--	--	
5. Very frequently	10	9	9	43	37	38	--	--	17	9	26	--	--	
6. Not available	2	8	8	6	2	1	--	--	11	6	0	--	--	
(N)	(105)	(182)	(64)	(49)	(174)	(103)			(18)	(34)	(19)			
1. Never	29	20	16	14	4	1	--	--	25	20	17	--	--	
2. Rarely	18	22	20	8	4	12	--	--	50	47	30	--	--	
3. Sometimes	15	13	18	10	4	9	--	--	0	7	17	--	--	
4. Frequently	15	11	15	17	15	15	--	--	0	13	17	--	--	
5. Very frequently	23	29	31	47	70	60	--	--	0	13	13	--	--	
6. Not available	1	4	0	4	2	2	--	--	25	0	4	--	--	
(N)	(96)	(45)	(55)	(77)	(47)	(85)			(8)	(15)	(23)			
g. Intermediate Inspection Check List (-20 PMI)														
1. Never	36	25	20	8	10	11	--	--	17	21	5	--	--	
2. Rarely	18	20	20	14	16	12	--	--	22	29	32	--	--	
3. Sometimes	12	16	17	10	14	16	--	--	28	24	26	--	--	
4. Frequently	16	14	20	32	23	25	--	--	11	18	21	--	--	
5. Very frequently	16	19	16	32	37	36	--	--	11	9	16	--	--	
6. Not available	2	6	6	4	1	1	--	--	11	0	0	--	--	
(N)	(106)	(182)	(64)	(50)	(174)	(103)			(18)	(34)	(19)			
1. Never	20	13	16	13	13	2	--	--	25	7	9	--	--	
2. Rarely	13	11	5	8	9	8	--	--	38	27	43	--	--	
3. Sometimes	15	16	11	18	6	13	--	--	13	27	13	--	--	
4. Frequently	21	29	31	26	38	22	--	--	0	27	22	--	--	
5. Very frequently	31	27	35	29	32	53	--	--	0	13	9	--	--	
6. Not available	1	4	2	8	2	1	--	--	25	0	4	--	--	
(N)	(96)	(45)	(55)	(77)	(47)	(83)			(8)	(15)	(23)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Ent. Supv.	Maint. Off.	Shop Mechanics			Ent. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
h. Periodic Inspection Check List (-20 PMP)														
1. Never	20	9	9	18	14	12	--	--	11	24	5	--	--	
2. Rarely	8	12	9	16	16	13	--	--	11	29	11	--	--	
3. Sometimes	16	15	13	6	14	17	--	--	22	21	26	--	--	
4. Frequently	20	20	22	24	24	28	--	--	28	21	37	--	--	
5. Very frequently	34	41	47	32	30	28	--	--	17	6	21	--	--	
6. Not available (N)	2	3	0	4	2	2	--	--	11	0	0	--	--	
	(106)	(181)	(64)	(50)	(174)	(102)			(18)	(34)	(19)			
1. Never	21	13	11	13	11	2	--	--	25	0	4	--	--	
2. Rarely	14	11	5	13	15	8	--	--	13	7	13	--	--	
3. Sometimes	8	11	15	18	11	14	--	--	25	20	22	--	--	
4. Frequently	21	24	24	27	30	25	--	--	25	53	35	--	--	
5. Very frequently	34	33	45	21	32	49	--	--	0	20	26	--	--	
6. Not available (N)	2	7	0	8	2	1	--	--	13	0	0	--	--	
	(96)	(45)	(55)	(77)	(47)	(84)			(8)	(15)	(23)			
i. Equipment Record Procedures (TM 38-750)														
1. Never	46	26	16	16	26	18	--	--	22	24	11	--	--	
2. Rarely	23	25	29	28	26	19	--	--	22	38	32	--	--	
3. Sometimes	10	25	21	18	25	29	--	--	17	21	37	--	--	
4. Frequently	8	6	17	12	11	20	--	--	6	6	11	--	--	
5. Very frequently	8	8	10	18	7	14	--	--	22	3	5	--	--	
6. Not available (N)	6	10	8	9	4	2	--	--	11	9	5	--	--	
	(105)	(181)	(63)	(50)	(174)	(102)			(18)	(34)	(19)			
1. Never	29	39	16	22	15	6	--	--	13	33	13	--	--	
2. Rarely	21	18	18	29	23	20	--	--	25	20	30	--	--	
3. Sometimes	19	23	25	28	26	31	--	--	13	13	22	--	--	
4. Frequently	15	2	16	5	13	20	--	--	25	20	22	--	--	
5. Very frequently	13	9	16	8	19	20	--	--	0	13	9	--	--	
6. Not available (N)	3	9	7	8	4	2	--	--	25	0	4	--	--	
	(95)	(44)	(55)	(76)	(47)	(84)			(8)	(15)	(23)			
15. Rate your ability (the ability of 67N20's in your unit) to understand and use those sections of UH-1 -20 or -35 TM's covering the subjects listed.														
a. Airframe system														
1. Poor	4	7	6	4	3	0	2	--	6	3	0	13	--	
2. Fair	19	16	20	18	13	9	20	--	6	15	11	19	--	
3. Good	22	37	26	27	30	41	39	--	33	29	26	33	--	
4. Very good	13	8	14	10	18	28	22	--	6	15	21	19	--	
5. Excellent	3	7	12	8	11	11	9	--	6	6	5	8	--	
6. Never used (N)	39	26	22	33	25	12	9	--	44	32	37	8	--	
	(105)	(179)	(65)	(49)	(174)	(103)	(127)		(18)	(34)	(19)	(48)		
1. Poor	1	2	2	6	4	1	3	--	0	7	4	1	--	
2. Fair	21	18	23	14	19	11	15	--	29	7	22	14	--	
3. Good	33	30	40	31	34	33	26	--	29	40	35	35	--	
4. Very good	13	30	19	19	21	28	34	--	14	20	11	22	--	
5. Excellent	6	5	9	3	11	15	18	--	14	0	9	19	--	
6. Never used (N)	26	16	8	27	11	12	4	--	14	27	17	8	--	
	(97)	(44)	(53)	(78)	(47)	(85)	(112)		(7)	(15)	(23)	(77)		
b. Armament--AGM-22 (SS-11) system														
1. Poor	11	14	11	12	5	3	4	--	0	12	11	10	--	
2. Fair	7	5	12	8	8	8	8	--	11	15	0	6	--	
3. Good	5	6	5	0	6	14	6	--	0	3	0	6	--	
4. Very good	2	1	3	2	5	5	6	--	0	3	0	2	--	
5. Excellent	0	1	3	2	3	5	2	--	0	0	0	4	--	
6. Never used (N)	76	74	66	76	72	66	74	--	89	67	89	71	--	
	(104)	(177)	(65)	(49)	(172)	(102)	(128)		(18)	(33)	(19)	(48)		
1. Poor	6	5	8	6	10	6	2	--	0	13	4	4	--	
2. Fair	8	12	6	13	6	13	4	--	14	13	17	5	--	
3. Good	9	7	8	3	0	14	6	--	0	13	13	4	--	
4. Very good	3	2	8	1	0	10	6	--	0	7	0	3	--	
5. Excellent	1	2	2	5	0	7	5	--	0	0	0	3	--	
6. Never used (N)	72	72	69	72	83	50	79	--	86	53	67	82	--	
	(96)	(43)	(52)	(78)	(48)	(84)	(107)		(7)	(15)	(24)	(77)		

Questionnaire Item	Organizational Personnel							DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
c. Armament--grenade launcher system													
1. Poor	11	14	12	17	8	4	5	--	0	15	11	10	--
2. Fair	10	3	8	4	7	8	7	--	11	9	0	8	--
3. Good	2	4	5	0	8	14	10	--	0	0	5	8	--
4. Very good	1	3	3	4	4	9	10	--	0	3	5	2	--
5. Excellent	0	0	1	0	4	11	5	--	0	0	0	4	--
6. Never used	77	75	69	75	70	55	63	--	89	73	79	67	--
(N)	(104)	(178)	(65)	(48)	(173)	(103)	(127)		(18)	(33)	(19)	(48)	
1. Poor	7	7	9	8	8	5	2	--	0	7	4	4	--
2. Fair	6	12	8	13	6	15	4	--	14	7	17	6	--
3. Good	9	0	6	4	2	17	5	--	0	7	13	4	--
4. Very good	3	2	4	3	0	8	6	--	0	13	0	3	--
5. Excellent	1	5	2	6	0	8	4	--	0	0	4	4	--
6. Never used	73	74	72	67	83	49	80	--	86	67	63	79	--
(N)	(97)	(43)	(53)	(78)	(48)	(84)	(106)		(7)	(15)	(24)	(77)	
d. Armament--machine gun systems													
1. Poor	13	11	9	2	5	2	5	--	6	9	11	10	--
2. Fair	7	8	9	6	6	3	7	--	11	9	0	8	--
3. Good	4	7	15	15	15	21	10	--	0	6	0	8	--
4. Very good	5	1	5	11	15	16	13	--	0	6	11	2	--
5. Excellent	0	1	5	15	9	17	8	--	0	0	5	4	--
6. Never used	72	73	57	51	51	42	57	--	83	70	74	67	--
(N)	(104)	(178)	(65)	(47)	(172)	(103)	(128)		(18)	(33)	(19)	(48)	
1. Poor	4	5	6	5	8	5	2	--	0	0	4	5	--
2. Fair	8	14	11	18	6	13	5	--	14	13	4	5	--
3. Good	12	2	8	4	6	12	8	--	0	7	13	5	--
4. Very good	5	7	8	4	2	18	10	--	0	7	21	4	--
5. Excellent	1	2	4	6	2	17	5	--	0	0	8	4	--
6. Never used	89	70	58	63	75	36	70	--	86	73	50	77	--
(N)	(97)	(44)	(53)	(78)	(48)	(84)	(106)		(7)	(15)	(24)	(77)	
e. Armament--rocket systems													
1. Poor	11	11	9	17	5	4	4	--	0	15	11	10	--
2. Fair	8	7	8	8	5	4	6	--	11	9	5	8	--
3. Good	4	6	9	2	8	17	10	--	0	3	0	8	--
4. Very good	4	1	5	6	9	11	10	--	0	3	11	2	--
5. Excellent	2	0	5	2	8	13	6	--	0	0	0	4	--
6. Never used	72	76	64	65	65	52	64	--	89	70	74	67	--
(N)	(104)	(178)	(64)	(48)	(173)	(103)	(127)		(18)	(33)	(19)	(48)	
1. Poor	7	2	6	6	8	5	2	--	0	0	4	5	--
2. Fair	7	14	8	14	8	14	4	--	0	13	4	5	--
3. Good	10	5	10	3	2	10	8	--	14	13	13	4	--
4. Very good	4	2	4	5	2	12	9	--	0	7	8	5	--
5. Excellent	1	2	6	6	0	17	5	--	0	0	8	3	--
6. Never used	70	74	67	65	79	43	72	--	86	67	63	78	--
(N)	(97)	(43)	(52)	(78)	(48)	(84)	(107)		(7)	(15)	(24)	(77)	
f. Troubleshooting charts													
1. Poor	6	7	9	6	5	1	2	--	0	0	0	8	--
2. Fair	17	14	15	18	14	14	31	--	6	24	16	23	--
3. Good	24	29	29	24	28	35	26	--	47	32	21	42	--
4. Very good	13	20	20	14	19	28	34	--	12	26	26	15	--
5. Excellent	7	12	12	10	16	15	6	--	12	3	16	10	--
6. Never used	33	18	14	27	17	8	2	--	24	15	21	2	--
(N)	(105)	(179)	(65)	(49)	(173)	(101)	(127)		(17)	(34)	(19)	(48)	
1. Poor	3	7	11	6	4	2	3	--	0	13	0	5	--
2. Fair	23	11	9	10	13	16	23	--	14	27	17	17	--
3. Good	23	34	30	29	34	17	28	--	29	33	33	29	--
4. Very good	21	18	28	25	21	37	28	--	43	13	38	19	--
5. Excellent	10	9	17	13	15	22	15	--	14	7	8	25	--
6. Never used	20	20	4	17	13	6	3	--	0	7	4	5	--
(N)	(96)	(44)	(53)	(77)	(47)	(85)	(111)		(7)	(15)	(24)	(77)	

Questionnaire Item	Organizational Personnel								DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl Supv.	Maint Off.	Shop Mechanics			Enl Supv.	Maint Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
g. Torque value charts														
1. Poor	5	5	3	2	2	2	8	--	6	3	11	13	--	
2. Fair	16	6	9	14	12	9	14	--	11	6	11	13	--	
3. Good	28	31	25	27	25	30	26	--	39	30	16	33	--	
4. Very good	21	24	34	31	28	27	27	--	28	33	26	15	--	
5. Excellent	17	31	26	16	25	27	24	--	17	27	32	27	--	
6. Never used	13	4	3	10	8	5	2	--	0	0	5	0	--	
(N)	(103)	(178)	(65)	(49)	(173)	(103)	(128)		(18)	(33)	(19)	(48)		
1. Poor	1	5	2	4	4	7	5	--	0	7	4	5	--	
2. Fair	14	11	9	12	10	11	13	--	0	0	8	13	--	
3. Good	32	25	25	26	35	18	25	--	14	40	21	26	--	
4. Very good	27	30	32	25	21	27	30	--	71	7	38	21	--	
5. Excellent	20	25	28	25	29	33	26	--	14	47	29	32	--	
6. Never used	6	5	4	8	0	5	1	--	0	0	0	3	--	
(N)	(97)	(44)	(55)	(77)	(48)	(85)	(112)		(7)	(15)	(24)	(77)		
h. Electrical system schematic diagrams														
1. Poor	16	12	25	10	13	15	24	--	6	15	5	29	--	
2. Fair	10	13	17	22	20	18	22	--	22	15	21	17	--	
3. Good	8	13	12	12	10	19	18	--	6	12	11	10	--	
4. Very good	4	1	9	6	6	6	13	--	11	3	0	13	--	
5. Excellent	0	3	0	4	4	8	4	--	0	0	5	4	--	
6. Never used	63	59	37	45	46	34	19	--	56	55	58	27	--	
(N)	(105)	(179)	(65)	(49)	(174)	(103)	(128)		(18)	(33)	(19)	(48)		
1. Poor	11	12	19	17	23	24	27	--	14	7	13	10	--	
2. Fair	20	23	25	22	17	24	16	--	14	27	33	18	--	
3. Good	14	9	8	13	13	14	25	--	29	20	17	22	--	
4. Very good	8	5	6	6	10	7	13	--	0	7	4	16	--	
5. Excellent	5	2	2	8	8	7	5	--	0	0	4	14	--	
6. Never used	42	49	42	35	33	24	13	--	43	40	29	19	--	
(N)	(96)	(43)	(53)	(73)	(48)	(84)	(112)		(7)	(15)	(24)	(77)		
i. Electrical systems (in general)														
1. Poor	14	9	25	14	11	4	19	--	11	15	5	27	--	
2. Fair	10	17	25	29	20	21	23	--	22	18	26	17	--	
3. Good	8	15	17	12	18	34	20	--	11	15	16	19	--	
4. Very good	5	3	9	8	10	8	17	--	11	6	5	13	--	
5. Excellent	1	3	0	4	7	9	4	--	0	0	11	6	--	
6. Never used	62	52	23	33	34	24	17	--	44	45	37	19	--	
(N)	(105)	(178)	(64)	(49)	(173)	(103)	(127)		(18)	(33)	(19)	(48)		
1. Poor	8	7	17	12	17	16	18	--	0	20	13	8	--	
2. Fair	21	28	26	31	30	26	24	--	14	13	25	25	--	
3. Good	28	12	17	19	19	24	27	--	43	33	33	21	--	
4. Very good	9	16	9	15	9	13	14	--	14	13	0	17	--	
5. Excellent	4	5	2	6	2	7	8	--	0	0	4	14	--	
6. Never used	30	33	28	17	23	14	9	--	29	20	25	16	--	
(N)	(97)	(43)	(53)	(78)	(47)	(85)	(111)		(7)	(15)	(24)	(77)		
j. Engine oil system diagrams														
1. Poor	5	3	5	2	3	1	5	--	0	3	0	10	--	
2. Fair	19	21	20	22	16	11	23	--	17	25	5	19	--	
3. Good	22	23	28	20	29	32	34	--	33	31	37	35	--	
4. Very good	15	19	34	22	20	28	22	--	5	13	16	15	--	
5. Excellent	5	9	8	12	17	16	9	--	22	13	11	6	--	
6. Never used	34	23	6	20	15	12	6	--	22	16	32	15	--	
(N)	(105)	(179)	(65)	(49)	(172)	(102)	(128)		(18)	(32)	(19)	(48)		
1. Poor	2	2	4	5	2	1	3	--	0	7	0	8	--	
2. Fair	14	14	13	13	19	14	16	--	0	27	21	13	--	
3. Good	42	33	20	29	29	36	35	--	43	27	42	34	--	
4. Very good	19	26	25	18	31	24	31	--	43	7	21	21	--	
5. Excellent	8	9	19	21	13	20	10	--	14	20	4	21	--	
6. Never used	14	16	9	14	6	5	5	--	0	13	13	4	--	
(N)	(97)	(43)	(53)	(78)	(48)	(84)	(112)		(7)	(15)	(24)	(77)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
k. Engine and related systems (in general)														
1. Poor	4	5	8	2	2	0	5	--	0	3	0	10	--	
2. Fair	20	17	18	16	16	8	16	--	29	16	16	15	--	
3. Good	18	25	28	33	30	34	40	--	35	31	53	35	--	
4. Very good	18	18	32	20	26	30	20	--	6	22	5	27	--	
5. Excellent	9	9	9	14	16	19	16	--	6	9	5	6	--	
6. Never used	31	27	5	14	10	9	4	--	24	19	21	6	--	
(N)	(105)	(179)	(65)	(49)	(172)	(103)	(128)		(17)	(32)	(19)	(43)		
1. Poor	0	2	2	4	2	2	3	--	0	7	4	5	--	
2. Fair	16	14	9	16	15	15	16	--	0	20	13	14	--	
3. Good	39	33	36	40	29	29	34	--	29	27	33	29	--	
4. Very good	27	30	26	18	31	30	29	--	29	13	29	25	--	
5. Excellent	7	14	17	18	19	21	13	--	14	0	13	19	--	
6. Never used	10	7	9	10	4	2	5	--	29	13	8	8	--	
(N)	(97)	(43)	(53)	(78)	(48)	(84)	(112)		(7)	(15)	(24)	(77)		
l. Transmission oil system diagrams														
1. Poor	3	2	3	4	1	1	5	--	0	0	0	10	--	
2. Fair	11	17	17	20	17	12	20	--	18	16	11	25	--	
3. Good	33	29	32	18	27	31	34	--	35	38	42	35	--	
4. Very good	17	21	29	27	25	29	26	--	6	22	21	15	--	
5. Excellent	7	11	12	14	15	16	11	--	18	9	11	10	--	
6. Never used	29	20	6	16	15	11	4	--	24	16	16	4	--	
(N)	(105)	(173)	(65)	(49)	(172)	(102)	(128)		(17)	(32)	(19)	(48)		
1. Poor	2	2	4	4	4	1	2	--	0	13	0	9	--	
2. Fair	19	12	11	14	19	13	22	--	0	20	17	9	--	
3. Good	40	37	34	37	23	30	29	--	29	33	25	34	--	
4. Very good	15	28	25	14	30	26	35	--	43	13	42	25	--	
5. Excellent	10	9	17	18	13	24	9	--	29	20	13	22	--	
6. Never used	13	12	9	13	11	6	3	--	0	0	4	1	--	
(N)	(97)	(43)	(53)	(78)	(47)	(84)	(112)		(7)	(15)	(24)	(77)		
m. Powertrain system(s) (in general)														
1. Poor	4	2	5	4	1	2	2	--	0	3	0	8	--	
2. Fair	14	8	9	14	12	8	16	--	18	22	16	23	--	
3. Good	25	29	31	29	31	33	37	--	41	19	32	19	--	
4. Very good	24	29	29	24	25	29	31	--	12	31	32	38	--	
5. Excellent	3	16	17	10	21	22	13	--	6	19	16	10	--	
6. Never used	30	15	9	18	10	6	1	--	24	6	5	2	--	
(N)	(105)	(177)	(65)	(49)	(173)	(102)	(127)		(17)	(32)	(19)	(48)		
1. Poor	1	0	0	4	8	2	2	--	0	13	0	3	--	
2. Fair	24	19	6	13	13	8	17	--	0	13	8	13	--	
3. Good	39	40	42	35	27	28	29	--	14	13	29	30	--	
4. Very good	19	21	34	18	27	32	34	--	43	33	46	29	--	
5. Excellent	7	9	19	18	19	25	16	--	14	13	17	22	--	
6. Never used	10	12	0	13	6	5	3	--	29	13	0	3	--	
(N)	(97)	(43)	(53)	(78)	(48)	(85)	(112)		(7)	(15)	(24)	(76)		
n. Hydraulic system diagrams														
1. Poor	4	6	6	2	3	3	4	--	0	0	0	21	--	
2. Fair	20	17	25	18	16	11	25	--	11	26	21	26	--	
3. Good	24	31	26	39	30	35	36	--	44	23	47	21	--	
4. Very good	24	17	28	16	22	24	25	--	11	23	26	13	--	
5. Excellent	5	9	11	6	14	17	8	--	6	16	0	4	--	
6. Never used	24	20	5	18	15	10	2	--	28	13	5	15	--	
(N)	(105)	(179)	(65)	(49)	(172)	(103)	(128)		(18)	(31)	(19)	(47)		
1. Poor	2	2	2	4	8	0	10	--	0	7	0	5	--	
2. Fair	18	19	21	19	8	20	16	--	0	40	25	16	--	
3. Good	37	33	34	29	38	28	34	--	14	33	25	28	--	
4. Very good	18	12	17	22	17	33	25	--	57	0	29	23	--	
5. Excellent	10	9	17	13	17	14	11	--	29	13	17	20	--	
6. Never used	15	26	9	13	13	5	4	--	0	7	4	7	--	
(N)	(97)	(43)	(53)	(78)	(48)	(85)	(112)		(7)	(15)	(24)	(74)		

Questionnaire Item	Organizational Personnel							DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
o. Hydraulic system(s) (in general)														
1. Poor	4	6	6	2	1	3	4	--	6	0	0	15	--	
2. Fair	22	13	22	14	15	9	20	--	11	29	22	29	--	
3. Good	24	34	26	41	34	40	38	--	44	29	50	23	--	
4. Very good	24	25	31	20	26	27	27	--	17	23	17	21	--	
5. Excellent	7	9	12	10	14	18	11	--	8	16	6	6	--	
6. Never used	19	14	3	12	10	4	1	--	17	3	6	6	--	
(N)	(104)	(176)	(65)	(49)	(171)	(101)	(128)		(18)	(31)	(18)	(48)		
p. Flight controls system														
1. Poor	4	3	6	4	2	0	2	--	0	0	0	2	--	
2. Fair	13	9	6	14	10	10	16	--	22	21	21	15	--	
3. Good	30	28	34	39	30	31	27	--	39	21	16	29	--	
4. Very good	29	34	25	22	29	30	34	--	17	27	47	31	--	
5. Excellent	15	19	28	16	25	27	21	--	6	27	11	21	--	
6. Never used	9	7	2	4	3	2	0	--	17	3	5	2	--	
(N)	(104)	(179)	(65)	(49)	(174)	(103)	(128)		(18)	(33)	(19)	(48)		
q. Instrument systems														
1. Poor	3	2	2	4	4	0	1	--	0	13	4	4	--	
2. Fair	26	26	8	18	4	11	13	--	0	13	13	7	--	
3. Good	29	28	38	31	38	22	34	--	14	33	25	36	--	
4. Very good	24	28	36	19	27	36	29	--	29	20	50	28	--	
5. Excellent	10	14	17	21	21	29	22	--	29	20	8	25	--	
6. Never used	8	2	0	8	6	1	1	--	29	0	0	0	--	
(N)	(97)	(43)	(53)	(78)	(48)	(85)	(112)		(7)	(15)	(24)	(75)		
r. Landing gear system														
1. Poor	7	5	12	8	1	1	9	--	0	6	0	15	--	
2. Fair	20	18	15	23	12	12	25	--	33	18	21	23	--	
3. Good	14	26	37	25	34	34	30	--	11	39	21	25	--	
4. Very good	7	15	9	23	20	29	23	--	6	9	16	10	--	
5. Excellent	6	5	8	10	16	15	6	--	11	3	11	6	--	
6. Never used	46	31	18	10	17	10	6	--	39	24	32	21	--	
(N)	(104)	(179)	(65)	(48)	(171)	(103)	(126)		(18)	(33)	(19)	(48)		
s. Landing gear system														
1. Poor	2	5	0	6	0	2	9	--	0	13	4	8	--	
2. Fair	26	16	12	21	19	16	22	--	0	20	21	17	--	
3. Good	32	28	42	31	43	28	28	--	43	27	33	29	--	
4. Very good	12	23	27	15	15	27	23	--	14	20	25	10	--	
5. Excellent	8	7	8	14	13	20	13	--	1	7	8	16	--	
6. Never used	20	21	12	13	11	6	5	--	29	13	8	21	--	
(N)	(97)	(43)	(52)	(78)	(47)	(85)	(112)		(7)	(15)	(24)	(77)		
t. Landing gear system														
1. Poor	5	2	3	0	2	0	4	--	6	6	0	4	--	
2. Fair	5	7	11	12	9	2	11	--	6	21	11	8	--	
3. Good	16	28	25	14	20	28	24	--	39	21	26	27	--	
4. Very good	19	22	23	8	24	21	32	--	17	21	16	25	--	
5. Excellent	11	15	20	22	22	24	16	--	0	18	16	19	--	
6. Never used	44	26	17	43	23	24	13	--	33	15	32	17	--	
(N)	(104)	(178)	(64)	(49)	(174)	(103)	(127)		(18)	(34)	(19)	(48)		
u. Landing gear system														
1. Poor	0	0	0	5	2	1	2	--	0	7	0	1	--	
2. Fair	16	19	9	12	19	7	10	--	0	20	21	12	--	
3. Good	31	35	28	26	21	22	22	--	14	33	13	29	--	
4. Very good	21	9	34	12	25	26	38	--	29	13	33	28	--	
5. Excellent	9	14	19	21	19	31	21	--	14	13	21	24	--	
6. Never used	23	23	9	26	15	13	7	--	43	13	13	7	--	
(N)	(96)	(43)	(53)	(78)	(48)	(85)	(112)		(7)	(15)	(24)	(76)		

Questionnaire Item	Organizational Personnel							DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
s. Main and tail rotor systems														
1. Poor	1	1	3	4	1	0	2	--	0	0	0	2	--	
2. Fair	6	4	6	4	3	4	10	--	17	9	5	8	--	
3. Good	25	26	25	35	26	23	30	--	39	26	26	38	--	
4. Very good	38	28	29	35	33	33	35	--	6	35	42	31	--	
5. Excellent	26	36	35	15	33	38	23	--	28	29	26	21	--	
6. Never used	5	5	2	6	3	2	0	--	11	0	0	0	--	
(N)	(105)	(179)	(65)	(48)	(174)	(103)	(128)		(18)	(34)	(19)	(48)		
1. Poor	1	2	0	3	2	0	1	--	0	7	0	1	--	
2. Fair	14	9	0	8	10	5	10	--	0	13	4	8	--	
3. Good	37	37	28	33	29	20	29	--	14	33	13	34	--	
4. Very good	31	28	47	27	31	30	30	--	29	20	46	30	--	
5. Excellent	16	21	25	26	23	42	29	--	57	27	38	26	--	
6. Never used	2	2	0	4	4	2	1	--	0	0	0	0	--	
(N)	(95)	(43)	(53)	(78)	(48)	(84)	(112)		(7)	(15)	(24)	(76)		
t. Utility systems														
1. Poor	5	3	5	4	2	1	3	--	0	3	0	9	--	
2. Fair	14	16	14	22	12	7	20	--	39	18	11	21	--	
3. Good	26	35	32	33	33	36	29	--	17	32	32	36	--	
4. Very good	20	12	26	18	23	25	28	--	11	26	16	23	--	
5. Excellent	7	6	11	10	15	21	10	--	6	12	26	6	--	
6. Never used	28	26	11	12	15	10	9	--	28	9	16	4	--	
(N)	(104)	(179)	(65)	(49)	(172)	(102)	(127)		(18)	(34)	(19)	(47)		
1. Poor	1	2	0	4	0	1	3	--	0	13	8	3	--	
2. Fair	19	21	13	18	24	13	18	--	14	20	17	20	--	
3. Good	29	35	31	31	38	31	31	--	29	47	29	32	--	
4. Very good	24	12	37	18	16	27	32	--	14	13	25	22	--	
5. Excellent	7	9	8	16	13	21	14	--	29	0	13	21	--	
6. Never used	20	21	12	13	9	7	2	--	14	7	8	3	--	
(N)	(96)	(43)	(52)	(77)	(45)	(85)	(112)		(7)	(15)	(24)	(76)		
16. Rate your proficiency (the proficiency of 67N20's in your unit) in using the UH-1 Organizational Maintenance Repair Parts and Special Tool Lists: -20P, -35P-1, or -35P-2.														
1. Poor	5	3	6	2	2	1	13	--	6	0	0	13	--	
2. Fair	26	21	19	28	21	15	25	--	25	14	12	26	--	
3. Good	46	40	35	40	45	44	35	--	50	51	53	47	--	
4. Very good	21	25	25	26	24	31	25	--	13	23	35	15	--	
5. Excellent	1	11	14	4	8	10	2	--	6	11	0	0	--	
(N)	(91)	(178)	(63)	(47)	(161)	(101)	(129)		(16)	(35)	(17)	(47)		
1. Poor	7	2	2	4	2	2	5	--	0	7	4	4	--	
2. Fair	35	23	24	32	16	15	23	--	0	13	25	32	--	
3. Good	36	34	27	42	52	41	38	--	43	40	33	32	--	
4. Very good	18	32	36	17	23	26	10	--	43	33	33	26	--	
5. Excellent	4	9	11	5	7	15	3	--	14	7	4	7	--	
(N)	(89)	(44)	(55)	(77)	(44)	(87)	(115)		(7)	(15)	(24)	(76)		
17. In your judgment, what aspect is the one most difficult for you (for 67N20's in your unit) in understanding and using UH-1 TM's?														
1. No difficult aspects	37	45	49	32	41	41	15	--	47	34	41	25	--	
2. The technical language used	8	9	15	10	8	10	15	--	13	9	6	23	--	
3. The non-technical language used	2	0	2	0	1	2	2	--	0	0	0	0	--	
4. The index system used	15	15	8	27	17	15	16	--	27	13	18	5	--	
5. The reference system used	9	10	9	16	12	7	9	--	0	19	12	16	--	
6. The charts	5	2	2	2	2	1	3	--	0	3	12	2	--	
7. The schematic diagrams	18	12	15	15	16	21	28	--	7	19	12	20	--	
8. Other	5	7	0	5	4	3	11	--	7	3	0	9	--	
(N)	(97)	(171)	(65)	(41)	(166)	(96)	(123)		(15)	(32)	(17)	(44)		
1. No difficult aspects	40	50	38	42	45	37	21	--	57	36	50	25	--	
2. The technical language used	5	10	9	14	7	4	10	--	0	7	23	14	--	
3. The non-technical language used	2	0	2	0	0	0	0	--	0	0	0	0	--	
4. The index system used	21	10	27	17	23	15	15	--	0	14	9	13	--	
5. The reference system used	18	14	7	11	5	11	16	--	14	7	0	7	--	
6. The charts	4	2	0	1	0	3	2	--	0	0	5	3	--	
7. The schematic diagrams	9	12	18	13	16	24	22	--	29	29	9	25	--	
8. Other	1	2	0	3	5	6	15	--	0	7	5	13	--	
(N)	(91)	(42)	(56)	(72)	(44)	(79)	(117)		(7)	(14)	(22)	(76)		

Tools, Test Equipment and Spare Parts

Questionnaire Item	Organizational Personnel										DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.			Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+					0-6	6-12	13+			
1. Is your unit's tool room or van convenient to your usual work area?																
1. Yes, very convenient	57	55	55	24	31	28	--	--			61	32	42	--	--	
2. Yes, fairly convenient	34	36	32	46	40	49	--	--			22	68	47	--	--	
3. No, rather inconvenient	5	5	8	16	17	17	--	--			17	0	11	--	--	
4. No, very inconvenient	4	3	5	14	12	7	--	--			0	0	0	--	--	
(N)	(105)	(185)	(165)	(50)	(177)	(103)					(18)	(34)	(19)			
1. Yes, very convenient	31	33	32	20	19	35	--	--			75	60	46	--	--	
2. Yes, fairly convenient	40	52	34	50	55	26	--	--			25	40	31	--	--	
3. No, rather inconvenient	13	4	7	15	13	23	--	--			0	0	15	--	--	
4. No, very inconvenient	15	11	27	15	13	16	--	--			0	0	8	--	--	
(N)	(99)	(46)	(56)	(80)	(47)	(86)					(9)	(15)	(24)			
2. Are organizational special tools that you need available?																
1. None are	2	1	0	0	2	1	--	--			0	0	0	--	--	
2. Few are	10	8	9	8	14	14	--	--			6	9	5	--	--	
3. Some are	15	25	26	24	21	23	--	--			22	32	26	--	--	
4. Most are	64	50	53	60	49	51	--	--			39	47	64	--	--	
5. All are	9	16	12	8	15	12	--	--			13	12	0	--	--	
(N)	(107)	(185)	(166)	(50)	(175)	(102)					(18)	(34)	(19)			
1. None are	2	0	0	1	0	1	--	--			0	0	0	--	--	
2. Few are	18	26	20	19	22	12	--	--			0	0	15	--	--	
3. Some are	23	22	32	18	22	20	--	--			25	20	19	--	--	
4. Most are	50	39	43	50	48	56	--	--			38	60	50	--	--	
5. All are	7	13	5	12	9	11	--	--			38	20	15	--	--	
(N)	(100)	(46)	(56)	(78)	(46)	(84)					(8)	(15)	(26)			
3. Are test sets that you need available?																
1. None are	3	1	5	6	6	3	--	--			0	0	0	--	--	
2. Few are	22	16	23	24	25	21	--	--			0	3	11	--	--	
3. Some are	26	33	28	28	26	34	--	--			28	24	32	--	--	
4. Most are	38	40	30	30	32	30	--	--			39	68	58	--	--	
5. All are	11	10	14	12	11	13	--	--			13	6	0	--	--	
(N)	(106)	(184)	(164)	(50)	(174)	(101)					(18)	(34)	(19)			
1. None are	8	7	7	5	4	7	--	--			0	0	0	--	--	
2. Few are	24	27	23	24	30	23	--	--			0	7	15	--	--	
3. Some are	28	31	25	29	26	23	--	--			13	20	31	--	--	
4. Most are	33	24	39	29	33	37	--	--			50	47	35	--	--	
5. All are	7	9	5	12	7	10	--	--			38	27	19	--	--	
(N)	(100)	(45)	(56)	(78)	(46)	(83)					(8)	(15)	(26)			
4. Are UH-1 special tools that you need available?																
1. None are	2	1	2	2	2	1	--	--			0	0	0	--	--	
2. Few are	13	4	15	8	14	16	--	--			6	0	11	--	--	
3. Some are	20	29	24	32	26	29	--	--			17	28	16	--	--	
4. Most are	51	55	42	40	43	40	--	--			50	44	74	--	--	
5. All are	14	11	17	18	15	15	--	--			28	28	0	--	--	
(N)	(107)	(184)	(166)	(50)	(175)	(101)					(18)	(32)	(19)			
1. None are	4	2	5	3	2	0	--	--			0	0	0	--	--	
2. Few are	20	24	18	21	26	18	--	--			0	0	12	--	--	
3. Some are	21	27	30	19	17	24	--	--			38	20	31	--	--	
4. Most are	46	36	38	43	46	39	--	--			38	47	31	--	--	
5. All are	9	11	9	14	9	19	--	--			25	33	27	--	--	
(N)	(100)	(45)	(56)	(77)	(46)	(83)					(8)	(15)	(26)			
5. Are organizational special tools that you need maintained in serviceable condition?																
1. None are	2	1	3	0	1	1	--	--			0	3	0	--	--	
2. Few are	8	7	14	6	12	8	--	--			6	0	5	--	--	
3. Some are	21	21	14	28	20	26	--	--			11	24	21	--	--	
4. Most are	50	54	48	40	51	47	--	--			50	52	74	--	--	
5. All are	18	17	21	26	16	18	--	--			33	21	0	--	--	
(N)	(107)	(184)	(166)	(50)	(174)	(100)					(18)	(33)	(19)			
1. None are	4	5	2	1	2	0	--	--			0	0	0	--	--	
2. Few are	10	14	7	13	11	10	--	--			0	7	4	--	--	
3. Some are	17	27	24	21	20	21	--	--			13	0	19	--	--	
4. Most are	47	39	46	53	44	40	--	--			50	27	50	--	--	
5. All are	22	16	20	13	22	29	--	--			38	67	27	--	--	
(N)	(100)	(44)	(54)	(78)	(45)	(82)					(8)	(15)	(26)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
6. Are test sets that you need maintained in serviceable condition?													
1. None are	2	0	2	6	5	3	--	--	0	3	0	--	--
2. Few are	12	10	16	8	13	15	--	--	6	3	11	--	--
3. Some are	17	27	14	22	22	22	--	--	17	24	32	--	--
4. Most are	56	44	46	38	46	40	--	--	50	59	53	--	--
5. All are	13	19	22	26	14	21	--	--	28	12	5	--	--
(N)	(106)	(183)	(63)	(50)	(175)	(102)			(18)	(34)	(19)		
1. None are	8	4	4	3	0	7	--	--	0	0	0	--	--
2. Few are	10	16	9	17	13	10	--	--	0	0	0	--	--
3. Some are	22	27	20	27	22	20	--	--	13	7	15	--	--
4. Most are	44	33	50	41	44	42	--	--	38	40	62	--	--
5. All are	16	20	18	13	20	20	--	--	50	53	23	--	--
(N)	(100)	(45)	(56)	(78)	(45)	(83)			(8)	(15)	(26)		
7. Are UH-1 special tools that you need maintained in serviceable condition?													
1. None are	0	0	2	4	2	2	--	--	0	3	0	--	--
2. Few are	9	7	14	4	9	10	--	--	6	3	0	--	--
3. Some are	21	22	9	26	25	22	--	--	6	21	21	--	--
4. Most are	54	51	48	44	49	42	--	--	56	47	74	--	--
5. All are	15	21	27	22	15	25	--	--	33	26	5	--	--
(N)	(107)	(184)	(64)	(50)	(175)	(102)			(18)	(34)	(19)		
1. None are	4	2	2	1	0	1	--	--	0	0	0	--	--
2. Few are	6	16	7	15	15	10	--	--	0	0	0	--	--
3. Some are	20	27	23	17	13	17	--	--	13	7	19	--	--
4. Most are	45	36	45	50	50	43	--	--	38	27	54	--	--
5. All are	25	20	23	17	22	29	--	--	50	67	27	--	--
(N)	(100)	(45)	(56)	(78)	(46)	(83)			(8)	(15)	(26)		
8. How complete is the Organizational Aircraft Maintenance Set A in your unit?													
1. Less than 60% complete	--	--	--	--	--	--	12	--	--	--	--	2	--
2. 61-70% complete	--	--	--	--	--	--	8	--	--	--	--	9	--
3. 71-80% complete	--	--	--	--	--	--	21	--	--	--	--	16	--
4. 81-90% complete	--	--	--	--	--	--	20	--	--	--	--	21	--
5. 91-100% complete	--	--	--	--	--	--	9	--	--	--	--	12	--
6. Not issued	--	--	--	--	--	--	30	--	--	--	--	40	--
(N)							(121)					(43)	
1. Less than 60% complete	--	--	--	--	--	--	8	--	--	--	--	3	--
2. 61-70% complete	--	--	--	--	--	--	4	--	--	--	--	5	--
3. 71-80% complete	--	--	--	--	--	--	7	--	--	--	--	5	--
4. 81-90% complete	--	--	--	--	--	--	21	--	--	--	--	14	--
5. 91-100% complete	--	--	--	--	--	--	18	--	--	--	--	11	--
6. Not issued	--	--	--	--	--	--	42	--	--	--	--	62	--
(N)							(106)					(73)	
9. How complete is the Organizational Aircraft Maintenance Set A, Supplemental, in your unit?													
1. Less than 60% complete	--	--	--	--	--	--	10	--	--	--	--	2	--
2. 61-70% complete	--	--	--	--	--	--	4	--	--	--	--	5	--
3. 71-80% complete	--	--	--	--	--	--	17	--	--	--	--	12	--
4. 81-90% complete	--	--	--	--	--	--	16	--	--	--	--	24	--
5. 91-100% complete	--	--	--	--	--	--	6	--	--	--	--	7	--
6. Not issued	--	--	--	--	--	--	48	--	--	--	--	49	--
(N)							(120)					(41)	
1. Less than 60% complete	--	--	--	--	--	--	6	--	--	--	--	1	--
2. 61-70% complete	--	--	--	--	--	--	2	--	--	--	--	6	--
3. 71-80% complete	--	--	--	--	--	--	9	--	--	--	--	1	--
4. 81-90% complete	--	--	--	--	--	--	16	--	--	--	--	10	--
5. 91-100% complete	--	--	--	--	--	--	10	--	--	--	--	10	--
6. Not issued	--	--	--	--	--	--	58	--	--	--	--	72	--
(N)							(105)					(71)	

Questionnaire Item	Organizational Personnel							DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13			0-6	6-12	13-		
10. How complete is the Organizational Aircraft Maintenance Set B in your unit?													
1. Less than 60% complete	--	--	--	--	--	--	8	--	--	--	--	3	--
2. 61-70% complete	--	--	--	--	--	--	6	--	--	--	--	8	--
3. 71-80% complete	--	--	--	--	--	--	18	--	--	--	--	15	--
4. 81-90% complete	--	--	--	--	--	--	13	--	--	--	--	33	--
5. 91-100% complete	--	--	--	--	--	--	9	--	--	--	--	5	--
6. Not issued (N)	--	--	--	--	--	--	47	--	--	--	--	38	--
							(120)					(40)	
1. Less than 60% complete	--	--	--	--	--	--	5	--	--	--	--	3	--
2. 61-70% complete	--	--	--	--	--	--	1	--	--	--	--	6	--
3. 71-80% complete	--	--	--	--	--	--	8	--	--	--	--	8	--
4. 81-90% complete	--	--	--	--	--	--	17	--	--	--	--	14	--
5. 91-100% complete	--	--	--	--	--	--	13	--	--	--	--	13	--
6. Not issued (N)	--	--	--	--	--	--	56	--	--	--	--	56	--
							(100)					(71)	
11. How complete is the Organizational Aircraft Maintenance Set C in your unit?													
1. Less than 60% complete	--	--	--	--	--	--	13	--	--	--	--	2	--
2. 61-70% complete	--	--	--	--	--	--	8	--	--	--	--	10	--
3. 71-80% complete	--	--	--	--	--	--	16	--	--	--	--	17	--
4. 81-90% complete	--	--	--	--	--	--	22	--	--	--	--	32	--
5. 91-100% complete	--	--	--	--	--	--	8	--	--	--	--	7	--
6. Not issued (N)	--	--	--	--	--	--	33	--	--	--	--	32	--
							(119)					(41)	
1. Less than 60% complete	--	--	--	--	--	--	6	--	--	--	--	3	--
2. 61-70% complete	--	--	--	--	--	--	6	--	--	--	--	4	--
3. 71-80% complete	--	--	--	--	--	--	17	--	--	--	--	6	--
4. 81-90% complete	--	--	--	--	--	--	23	--	--	--	--	13	--
5. 91-100% complete	--	--	--	--	--	--	13	--	--	--	--	12	--
6. Not issued (N)	--	--	--	--	--	--	36	--	--	--	--	62	--
							(104)					(69)	
12. How complete are the UH-1 special tools in your unit?													
1. Less than 60% complete	--	--	--	--	--	--	21	--	--	--	--	2	--
2. 61-70% complete	--	--	--	--	--	--	11	--	--	--	--	0	--
3. 71-80% complete	--	--	--	--	--	--	16	--	--	--	--	17	--
4. 81-90% complete	--	--	--	--	--	--	27	--	--	--	--	52	--
5. 91-100% complete	--	--	--	--	--	--	20	--	--	--	--	26	--
							(120)					(42)	
1. Less than 60% complete	--	--	--	--	--	--	11	--	--	--	--	11	--
2. 61-70% complete	--	--	--	--	--	--	13	--	--	--	--	15	--
3. 71-80% complete	--	--	--	--	--	--	17	--	--	--	--	17	--
4. 81-90% complete	--	--	--	--	--	--	20	--	--	--	--	28	--
5. 91-100% complete	--	--	--	--	--	--	28	--	--	--	--	21	--
							(105)					(72)	
13. Indicate the serviceability of components of the following tool sets in your unit.													
a. Organizational Aircraft Maintenance Set A													
1. Less than 60% are	--	--	--	--	--	--	9	--	--	--	--	3	--
2. 61-70% are	--	--	--	--	--	--	7	--	--	--	--	8	--
3. 71-80% are	--	--	--	--	--	--	16	--	--	--	--	20	--
4. 81-90% are	--	--	--	--	--	--	23	--	--	--	--	25	--
5. 91-100% are	--	--	--	--	--	--	14	--	--	--	--	10	--
							(123)					(40)	
1. Less than 60% are	--	--	--	--	--	--	5	--	--	--	--	0	--
2. 61-70% are	--	--	--	--	--	--	1	--	--	--	--	7	--
3. 71-80% are	--	--	--	--	--	--	9	--	--	--	--	7	--
4. 81-90% are	--	--	--	--	--	--	15	--	--	--	--	10	--
5. 91-100% are	--	--	--	--	--	--	28	--	--	--	--	16	--
							(109)					(73)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
b. Organizational Aircraft Maintenance Set A, Supplemental													
1. Less than 60% are	--	--	--	--	--	--	7	--	--	--	--	3	--
2. 61-70% are	--	--	--	--	--	--	6	--	--	--	--	5	--
3. 71-80% are	--	--	--	--	--	--	12	--	--	--	--	13	--
4. 81-90% are	--	--	--	--	--	--	17	--	--	--	--	23	--
5. 91-100% are	--	--	--	--	--	--	12	--	--	--	--	10	--
(N)							(121)					(39)	
1. Less than 60% are	--	--	--	--	--	--	4	--	--	--	--	0	--
2. 61-70% are	--	--	--	--	--	--	2	--	--	--	--	7	--
3. 71-80% are	--	--	--	--	--	--	6	--	--	--	--	6	--
4. 81-90% are	--	--	--	--	--	--	12	--	--	--	--	6	--
5. 91-100% are	--	--	--	--	--	--	18	--	--	--	--	13	--
(N)							(108)					(72)	
c. Organizational Aircraft Maintenance Set B													
1. Less than 60% are	--	--	--	--	--	--	6	--	--	--	--	3	--
2. 61-70% are	--	--	--	--	--	--	6	--	--	--	--	5	--
3. 71-80% are	--	--	--	--	--	--	15	--	--	--	--	21	--
4. 81-90% are	--	--	--	--	--	--	17	--	--	--	--	28	--
5. 91-100% are	--	--	--	--	--	--	10	--	--	--	--	10	--
(N)							(121)					(39)	
1. Less than 60% are	--	--	--	--	--	--	3	--	--	--	--	1	--
2. 61-70% are	--	--	--	--	--	--	2	--	--	--	--	8	--
3. 71-80% are	--	--	--	--	--	--	6	--	--	--	--	7	--
4. 81-90% are	--	--	--	--	--	--	13	--	--	--	--	14	--
5. 91-100% are	--	--	--	--	--	--	21	--	--	--	--	13	--
(N)							(107)					(71)	
d. Organizational Aircraft Maintenance Set C													
1. Less than 60% are	--	--	--	--	--	--	9	--	--	--	--	3	--
2. 61-70% are	--	--	--	--	--	--	6	--	--	--	--	5	--
3. 71-80% are	--	--	--	--	--	--	17	--	--	--	--	20	--
4. 81-90% are	--	--	--	--	--	--	24	--	--	--	--	25	--
5. 91-100% are	--	--	--	--	--	--	10	--	--	--	--	18	--
(N)							(120)					(40)	
1. Less than 60% are	--	--	--	--	--	--	3	--	--	--	--	3	--
2. 61-70% are	--	--	--	--	--	--	7	--	--	--	--	4	--
3. 71-80% are	--	--	--	--	--	--	8	--	--	--	--	3	--
4. 81-90% are	--	--	--	--	--	--	24	--	--	--	--	13	--
5. 91-100% are	--	--	--	--	--	--	21	--	--	--	--	14	--
(N)							(107)					(70)	
e. UH-1 special tools													
1. Less than 60% are	--	--	--	--	--	--	14	--	--	--	--	3	--
2. 61-70% are	--	--	--	--	--	--	6	--	--	--	--	3	--
3. 71-80% are	--	--	--	--	--	--	21	--	--	--	--	15	--
4. 81-90% are	--	--	--	--	--	--	23	--	--	--	--	44	--
5. 91-100% are	--	--	--	--	--	--	31	--	--	--	--	36	--
(N)							(120)					(39)	
1. Less than 60% are	--	--	--	--	--	--	4	--	--	--	--	7	--
2. 61-70% are	--	--	--	--	--	--	6	--	--	--	--	10	--
3. 71-80% are	--	--	--	--	--	--	11	--	--	--	--	11	--
4. 81-90% are	--	--	--	--	--	--	19	--	--	--	--	34	--
5. 91-100% are	--	--	--	--	--	--	45	--	--	--	--	35	--
(N)							(108)					(71)	

Questionnaire Item	Organizational Personnel										DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.			
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			0-6	6-12	13-
14. Is the test equipment that you use (used in your unit) including torque wrenches, properly calibrated according to Army Regulations?																
1. Yes, all are	30	18	24	22	20	21	41	--	39	12	21	41	--			
2. Yes, most are	26	24	32	38	27	32	35	--	22	29	21	45	--			
3. Yes, some are	25	40	24	24	36	27	9	--	28	41	53	8	--			
4. No, most are not	6	11	11	10	12	12	12	--	6	12	5	6	--			
5. I do not know (N)	13	7	9	6	5	8	3	--	6	6	0	0	--			
	(107)	(186)	(66)	(50)	(177)	(103)	(130)		(18)	(34)	(19)	(49)				
1. Yes, all are	26	9	16	28	15	6	61	--	25	13	4	59	--			
2. Yes, most are	39	35	48	34	60	58	30	--	50	60	44	28	--			
3. Yes, some are	10	41	23	29	17	23	7	--	25	20	32	10	--			
4. No, most are not	2	13	13	9	9	10	0	--	0	7	12	1	--			
5. I do not know (N)	2	2	0	1	0	2	2	--	0	0	8	1	--			
	(99)	(46)	(56)	(80)	(47)	(86)	(119)		(8)	(15)	(25)	(81)				
15. Is the system used by your unit to account for the issue and receipt of organizational special tools, test equipment, and UH-1 special tools effective?																
1. My unit does not have such a system	4	4	3	6	3	0	6	--	0	0	0	2	--			
2. Yes, very effective	27	19	27	24	16	17	12	--	39	21	16	27	--			
3. Yes, fairly effective	46	55	50	40	46	56	57	--	50	65	79	56	--			
4. No, rather ineffective	15	19	11	16	24	18	12	--	6	15	5	15	--			
5. No, very ineffective (N)	8	3	9	14	10	8	12	--	6	0	0	0	--			
	(107)	(186)	(66)	(50)	(177)	(103)	(130)		(18)	(34)	(19)	(48)				
1. My unit does not have such a system	7	2	2	4	0	1	10	--	0	7	0	9	--			
2. Yes, very effective	28	28	16	28	13	15	31	--	75	47	42	31	--			
3. Yes, fairly effective	46	48	61	49	55	55	50	--	25	47	35	44	--			
4. No, rather ineffective	10	11	14	14	23	15	5	--	0	0	15	15	--			
5. No, very ineffective (N)	8	11	7	6	9	14	4	--	0	0	8	1	--			
	(99)	(46)	(56)	(80)	(47)	(86)	(120)		(8)	(15)	(26)	(80)				
16. Can your unit supply get replacement tools for the 67N20's individual hand tool set?																
1. Never	--	--	--	--	--	--	6	--	--	--	--	0	--			
2. Rarely	--	--	--	--	--	--	26	--	--	--	--	23	--			
3. Sometimes	--	--	--	--	--	--	37	--	--	--	--	35	--			
4. Usually	--	--	--	--	--	--	29	--	--	--	--	42	--			
5. Always (N)	--	--	--	--	--	--	2	--	--	--	--	0	--			
							(129)					(48)				
1. Never	--	--	--	--	--	--	6	--	--	--	--	1	--			
2. Rarely	--	--	--	--	--	--	16	--	--	--	--	21	--			
3. Sometimes	--	--	--	--	--	--	27	--	--	--	--	30	--			
4. Usually	--	--	--	--	--	--	38	--	--	--	--	41	--			
5. Always (N)	--	--	--	--	--	--	13	--	--	--	--	6	--			
							(115)					(80)				
17. How would you rate the ability of the 67N20's in your unit to properly use tools and test equipment?																
1. Poor	--	--	--	--	--	--	8	--	--	--	--	2	--			
2. Fair	--	--	--	--	--	--	25	--	--	--	--	39	--			
3. Good	--	--	--	--	--	--	39	--	--	--	--	31	--			
4. Very good	--	--	--	--	--	--	28	--	--	--	--	29	--			
5. Excellent (N)	--	--	--	--	--	--	0	--	--	--	--	0	--			
							(130)					(49)				
1. Poor	--	--	--	--	--	--	7	--	--	--	--	5	--			
2. Fair	--	--	--	--	--	--	22	--	--	--	--	34	--			
3. Good	--	--	--	--	--	--	44	--	--	--	--	36	--			
4. Very good	--	--	--	--	--	--	24	--	--	--	--	24	--			
5. Excellent (N)	--	--	--	--	--	--	3	--	--	--	--	1	--			
							(117)					(80)				

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
18. In your opinion, do the UH-1 crew chiefs in your unit carry enough tools with them on combat or combat training missions?													
1. They do, not fly missions	--	--	--	--	--	--	5	13	--	--	--	27	42
2. Yes	--	--	--	--	--	--	38	31	--	--	--	48	50
3. No, they carry far too many	--	--	--	--	--	--	2	4	--	--	--	0	0
4. No, they carry a few too many	--	--	--	--	--	--	1	3	--	--	--	0	0
5. No, they carry too few	--	--	--	--	--	--	24	24	--	--	--	10	8
6. No, they carry far too few	--	--	--	--	--	--	25	17	--	--	--	2	0
7. I do not know	--	--	--	--	--	--	6	7	--	--	--	13	0
(N)							(129)	(70)				(48)	(12)
1. They do not fly missions	--	--	--	--	--	--	38	45	--	--	--	84	92
2. Yes	--	--	--	--	--	--	34	45	--	--	--	10	8
3. No, they carry far too many	--	--	--	--	--	--	3	0	--	--	--	0	0
4. No, they carry a few too many	--	--	--	--	--	--	4	5	--	--	--	1	0
5. No, they carry too few	--	--	--	--	--	--	8	3	--	--	--	1	0
6. No, they carry far too few	--	--	--	--	--	--	8	0	--	--	--	1	0
7. I do not know	--	--	--	--	--	--	4	1	--	--	--	2	0
(N)							(119)	(75)				(81)	(26)
19. Is your unit's tech supply convenient to your usual work area?													
1. Yes, very convenient	61	58	55	24	30	41	--	--	44	24	44	--	--
2. Yes, fairly convenient	35	35	38	54	55	45	--	--	44	51	56	--	--
3. No, rather inconvenient	2	4	5	14	12	9	--	--	11	15	0	--	--
4. No, very inconvenient	3	3	3	8	3	5	--	--	0	9	0	--	--
(N)	(107)	(184)	(66)	(50)	(176)	(102)			(18)	(34)	(18)		
1. Yes, very convenient	38	35	30	24	31	40	--	--	38	40	31	--	--
2. Yes, fairly convenient	44	48	41	46	48	31	--	--	38	53	50	--	--
3. No, rather inconvenient	11	13	18	24	13	21	--	--	25	7	15	--	--
4. No, very inconvenient	7	4	11	6	8	8	--	--	0	0	4	--	--
(N)	(100)	(46)	(56)	(79)	(48)	(85)			(9)	(15)	(26)		
20. How do you rate the availability of UH-1 spare parts in your unit?													
1. Poor	22	33	32	44	53	44	29	27	28	41	47	14	9
2. Fair	40	26	36	28	28	25	28	30	61	29	16	37	27
3. Good	22	28	21	26	13	19	31	20	6	24	11	39	27
4. Very good	12	9	11	2	5	11	12	23	6	3	26	8	27
5. Excellent	3	4	0	0	1	1	1	0	0	3	0	2	9
(N)	(107)	(185)	(66)	(50)	(176)	(102)	(130)	(66)	(18)	(34)	(19)	(49)	(11)
1. Poor	30	35	36	43	42	35	29	47	50	13	42	54	35
2. Fair	39	35	32	30	31	38	47	28	50	13	23	19	15
3. Good	23	17	32	16	15	19	17	16	0	60	35	20	25
4. Very good	6	9	0	9	13	4	9	7	0	13	0	8	15
5. Excellent	2	4	0	1	0	5	8	3	0	0	0	0	10
(N)	(100)	(46)	(56)	(79)	(48)	(85)	(117)	(58)	(8)	(15)	(26)	(80)	(20)
21. Indicate how often the circumstances described below occur in your unit.													
a. Scrounging of UH-1 parts from another unit													
1. Never	7	1	0	0	0	0	0	4	6	3	5	8	8
2. Rarely	15	14	9	8	7	7	7	6	18	24	32	18	33
3. Sometimes	36	32	41	34	24	34	28	30	24	35	32	29	50
4. Frequently	28	31	30	34	38	38	37	23	29	24	21	31	0
5. Very frequently	15	22	20	24	31	21	28	36	24	15	11	14	8
(N)	(107)	(185)	(66)	(50)	(176)	(102)	(130)	(69)	(17)	(34)	(19)	(49)	(12)
1. Never	19	7	5	8	19	6	7	30	25	7	0	9	14
2. Rarely	43	36	14	35	33	24	28	20	38	33	36	10	23
3. Sometimes	21	31	43	37	29	43	31	14	25	33	28	34	18
4. Frequently	13	9	23	13	8	18	17	26	13	7	24	24	23
5. Very frequently	4	18	14	8	10	10	17	9	0	20	12	23	23
(N)	(100)	(45)	(56)	(79)	(48)	(84)	(115)	(69)	(8)	(15)	(25)	(79)	(22)

Questionnaire Item	Organizational Personnel								DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
b. Cannibalizing of UH-1 parts from another aircraft														
1. Never	5	3	6	4	2	4	5	9	6	3	0	0	8	
2. Rarely	20	13	14	8	11	10	14	24	12	18	16	15	8	
3. Sometimes	30	27	29	38	20	25	25	18	35	29	42	35	33	
4. Frequently	25	25	24	20	21	28	29	26	18	29	16	18	25	
5. Very frequently	20	32	27	30	46	34	27	24	29	21	26	13	25	
(N)	(106)	(184)	(66)	(50)	(175)	(101)	(130)	(68)	(17)	(34)	(19)	(48)	(12)	
1. Never	10	2	4	11	13	7	16	39	13	13	8	6	18	
2. Rarely	34	33	16	24	21	27	22	19	25	27	16	22	27	
3. Sometimes	28	29	30	32	25	21	28	9	38	20	36	22	9	
4. Frequently	21	20	25	23	29	18	20	19	13	27	24	20	27	
5. Very frequently	6	16	25	10	13	28	15	14	13	13	16	30	18	
(N)	(99)	(45)	(56)	(79)	(48)	(84)	(115)	(69)	(8)	(15)	(25)	(79)	(22)	
c. Repairing and reusing expendable UH-1 parts														
1. Never	22	16	12	10	10	14	14	18	29	6	11	6	17	
2. Rarely	31	27	27	39	27	29	25	26	35	33	37	26	17	
3. Sometimes	30	36	35	29	34	33	31	34	12	30	32	30	17	
4. Frequently	10	14	15	8	16	15	21	13	12	21	18	28	42	
5. Very frequently	7	8	11	14	13	9	9	9	12	9	5	11	8	
(N)	(107)	(185)	(66)	(49)	(175)	(100)	(129)	(68)	(17)	(33)	(19)	(47)	(12)	
1. Never	36	33	25	21	21	29	28	51	13	27	16	11	29	
2. Rarely	33	24	32	36	33	30	32	20	63	33	28	30	24	
3. Sometimes	22	27	29	36	29	24	23	14	25	27	36	26	43	
4. Frequently	8	11	11	9	13	15	10	13	0	7	16	18	5	
5. Very frequently	1	4	4	4	4	2	7	1	0	7	4	15	0	
(N)	(100)	(45)	(56)	(77)	(48)	(84)	(115)	(69)	(8)	(15)	(25)	(80)	(21)	
d. Locally manufacturing UH-1 parts														
1. Never	50	33	26	51	29	31	20	35	29	21	21	10	17	
2. Rarely	22	31	24	31	33	29	41	33	41	32	32	21	17	
3. Sometimes	21	27	39	8	26	30	27	19	18	29	32	40	17	
4. Frequently	5	6	6	10	6	4	6	10	12	15	11	23	50	
5. Very frequently	3	3	5	0	6	5	6	3	0	3	5	6	0	
(N)	(107)	(184)	(66)	(49)	(175)	(102)	(128)	(69)	(17)	(34)	(19)	(48)	(12)	
1. Never	46	58	32	33	33	30	34	54	25	13	32	19	32	
2. Rarely	26	29	36	35	28	41	33	28	38	47	44	31	16	
3. Sometimes	20	11	21	22	26	19	25	16	25	33	16	29	23	
4. Frequently	6	0	9	8	11	5	4	1	13	0	4	15	9	
5. Very frequently	2	2	2	3	2	5	4	0	0	7	4	6	0	
(N)	(97)	(45)	(56)	(79)	(46)	(83)	(114)	(68)	(8)	(15)	(25)	(80)	(22)	
e. Extension of components operating time due to lack of serviceable replacements														
1. Never	28	30	35	19	20	19	47	46	41	29	53	51	75	
2. Rarely	33	35	27	23	28	30	32	41	41	29	47	43	25	
3. Sometimes	28	24	20	35	30	30	12	7	18	18	0	4	0	
4. Frequently	7	8	14	17	14	10	5	3	0	15	0	2	0	
5. Very frequently	5	3	5	6	9	12	5	3	0	9	0	0	0	
(N)	(105)	(180)	(66)	(48)	(174)	(101)	(130)	(69)	(17)	(34)	(19)	(49)	(12)	
1. Never	31	30	20	23	27	38	57	72	13	33	48	56	86	
2. Rarely	34	30	45	26	21	29	24	16	50	40	36	27	14	
3. Sometimes	21	32	31	35	35	25	12	7	25	13	4	10	0	
4. Frequently	11	7	2	12	10	6	3	1	13	7	8	6	0	
5. Very frequently	2	2	2	5	6	2	3	3	0	7	4	1	0	
(N)	(99)	(44)	(55)	(78)	(46)	(84)	(115)	(68)	(8)	(15)	(25)	(79)	(22)	
f. Grounding of aircraft (EDP) awaiting replacement parts														
1. Never	1	2	2	2	1	1	1	3	0	0	0	2	0	
2. Rarely	12	6	15	0	10	10	9	4	0	3	5	10	0	
3. Sometimes	29	32	12	32	22	29	24	30	24	18	32	25	17	
4. Frequently	32	26	35	32	28	38	30	28	47	47	32	40	50	
5. Very frequently	26	35	36	34	39	22	36	35	29	32	32	23	33	
(N)	(107)	(184)	(66)	(50)	(176)	(102)	(129)	(69)	(17)	(34)	(19)	(48)	(12)	
1. Never	3	0	2	3	2	4	3	10	0	0	0	0	5	
2. Rarely	15	11	9	15	8	7	10	10	13	7	4	8	0	
3. Sometimes	39	31	32	42	29	31	23	22	13	20	28	13	23	
4. Frequently	25	33	34	32	42	37	33	34	50	47	36	34	32	
5. Very frequently	18	24	23	9	19	21	30	24	25	27	32	46	41	
(N)	(100)	(45)	(56)	(79)	(48)	(84)	(115)	(68)	(8)	(15)	(25)	(79)	(22)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
g. Replacing a UH-1 component with a new component and finding that the original trouble still exists													
1. Never	8	2	5	4	2	2	2	4	0	6	5	4	9
2. Rarely	52	39	39	29	27	25	48	55	41	29	53	45	73
3. Sometimes	30	44	38	37	47	48	37	26	47	56	26	41	18
4. Frequently	7	11	12	22	13	10	9	12	12	6	16	8	0
5. Very frequently (N)	2	3	6	8	11	7	4	3	0	3	0	2	0
	(107)	(183)	(66)	(49)	(176)	(102)	(130)	(69)	(17)	(34)	(19)	(49)	(11)
1. Never	8	2	0	5	6	6	13	28	13	0	4	1	14
2. Rarely	54	40	38	42	34	29	46	51	75	60	28	56	55
3. Sometimes	30	42	46	43	49	52	35	14	13	27	48	37	23
4. Frequently	6	7	11	10	4	6	4	7	0	0	16	4	9
5. Very frequently (N)	2	9	5	0	6	7	1	0	0	13	4	3	0
	(100)	(45)	(56)	(79)	(47)	(83)	(114)	(69)	(8)	(15)	(25)	(79)	(22)
h. Damaging components during replacement													
1. Never	22	10	11	8	3	4	7	4	29	6	11	2	9
2. Rarely	63	71	77	58	59	57	73	78	65	79	74	60	82
3. Sometimes	13	17	9	30	27	29	17	14	8	15	11	33	9
4. Frequently	1	1	2	4	9	6	2	3	0	0	5	4	0
5. Very frequently (N)	1	2	2	0	3	4	2	0	0	0	0	0	0
	(107)	(185)	(66)	(50)	(176)	(102)	(130)	(69)	(17)	(34)	(19)	(48)	(11)
1. Never	16	7	13	11	17	14	19	28	38	7	0	6	14
2. Rarely	72	58	64	66	65	62	62	54	63	60	68	73	77
3. Sometimes	8	29	14	19	15	20	14	15	0	13	28	19	9
4. Frequently	3	0	2	4	4	1	2	3	0	7	4	1	0
5. Very frequently (N)	1	7	4	0	0	2	3	0	0	13	0	0	0
	(99)	(45)	(56)	(79)	(48)	(84)	(114)	(68)	(8)	(15)	(25)	(79)	(22)
22. Are aircraft time change components requisitioned early enough to be available for the next scheduled Periodic Inspection?													
1. Never	6	3	6	6	3	1	2	--	11	6	5	8	--
2. Rarely	12	12	6	12	15	9	5	--	17	21	26	12	--
3. Sometimes	30	22	37	24	34	32	12	--	6	35	16	8	--
4. Usually	38	55	42	46	39	46	53	--	56	35	42	55	--
5. Always (N)	14	9	8	12	10	12	28	--	11	3	11	16	--
	(107)	(185)	(65)	(50)	(176)	(102)	(129)	--	(18)	(34)	(19)	(49)	--
1. Never	3	2	7	3	0	2	1	--	43	0	8	3	--
2. Rarely	14	13	5	15	2	6	5	--	29	13	20	6	--
3. Sometimes	18	26	22	19	27	24	8	--	0	33	48	6	--
4. Usually	56	48	58	53	50	53	36	--	29	47	20	57	--
5. Always (N)	9	11	7	10	21	15	51	--	0	7	4	27	--
	(99)	(46)	(55)	(79)	(48)	(85)	(118)	--	(7)	(15)	(25)	(77)	--
23. If you are in a Direct or General Support unit, do supported units notify your unit of aircraft time change component requirements in sufficient time to have new components available for installation at the appropriate time?													
1. Never	--	--	--	--	--	--	--	--	--	--	--	13	--
2. Rarely	--	--	--	--	--	--	--	--	--	--	--	6	--
3. Sometimes	--	--	--	--	--	--	--	--	--	--	--	10	--
4. Usually	--	--	--	--	--	--	--	--	--	--	--	13	--
5. Always	--	--	--	--	--	--	--	--	--	--	--	2	--
6. I do not know (N)	--	--	--	--	--	--	--	--	--	--	--	4	--
												(48)	
1. Never	--	--	--	--	--	--	--	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	--	--	--	--	--	10	--
3. Sometimes	--	--	--	--	--	--	--	--	--	--	--	12	--
4. Usually	--	--	--	--	--	--	--	--	--	--	--	40	--
5. Always	--	--	--	--	--	--	--	--	--	--	--	10	--
6. I do not know (N)	--	--	--	--	--	--	--	--	--	--	--	7	--
												(79)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv.	Maint Off.	Shop Mechanics			Enl Supv.	Maint Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
24. How many of your UH-1's, or UH-1's your unit supports, have an internal combustion heater installed and in operational condition?														
1. 0	--	--	--	--	--	--	90	--	--	--	--	84	--	--
2. 1-3	--	--	--	--	--	--	3	--	--	--	--	2	--	--
3. 4-6	--	--	--	--	--	--	0	--	--	--	--	0	--	--
4. 7-9	--	--	--	--	--	--	0	--	--	--	--	0	--	--
5. 10 or more	--	--	--	--	--	--	7	--	--	--	--	13	--	--
(N)							(115)					(45)		
1. 0	--	--	--	--	--	--	79	--	--	--	--	69	--	--
2. 1-3	--	--	--	--	--	--	12	--	--	--	--	8	--	--
3. 4-6	--	--	--	--	--	--	5	--	--	--	--	8	--	--
4. 7-9	--	--	--	--	--	--	2	--	--	--	--	4	--	--
5. 10 or more	--	--	--	--	--	--	3	--	--	--	--	10	--	--
(N)							(109)					(71)		
25. How many of your UH-1's, or UH-1's your unit supports, have a UH-1C auxiliary exhaust heater (piggyback heater) installed and in operational condition?														
1. 0	--	--	--	--	--	--	97	--	--	--	--	95	--	--
2. 1-3	--	--	--	--	--	--	2	--	--	--	--	0	--	--
3. 4-6	--	--	--	--	--	--	0	--	--	--	--	0	--	--
4. 7-9	--	--	--	--	--	--	1	--	--	--	--	0	--	--
5. 10 or more	--	--	--	--	--	--	0	--	--	--	--	5	--	--
(N)							(115)					(44)		
1. 0	--	--	--	--	--	--	93	--	--	--	--	93	--	--
2. 1-3	--	--	--	--	--	--	1	--	--	--	--	1	--	--
3. 4-6	--	--	--	--	--	--	0	--	--	--	--	1	--	--
4. 7-9	--	--	--	--	--	--	1	--	--	--	--	1	--	--
5. 10 or more	--	--	--	--	--	--	5	--	--	--	--	3	--	--
(N)							(103)					(73)		
26. How many of your UH-1's, or UH-1's your unit supports, have a rotor de-icing system installed and in operational condition?														
1. 0	--	--	--	--	--	--	99	--	--	--	--	99	--	--
2. 1-3	--	--	--	--	--	--	0	--	--	--	--	0	--	--
3. 4-6	--	--	--	--	--	--	0	--	--	--	--	0	--	--
4. 7-9	--	--	--	--	--	--	0	--	--	--	--	0	--	--
5. 10 or more	--	--	--	--	--	--	1	--	--	--	--	0	--	--
(N)							(115)					(44)		
1. 0	--	--	--	--	--	--	98	--	--	--	--	97	--	--
2. 1-3	--	--	--	--	--	--	1	--	--	--	--	0	--	--
3. 4-6	--	--	--	--	--	--	1	--	--	--	--	0	--	--
4. 7-9	--	--	--	--	--	--	0	--	--	--	--	3	--	--
5. 10 or more	--	--	--	--	--	--	0	--	--	--	--	0	--	--
(N)							(105)					(71)		

Troubleshooting and Proficiency

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
1. Rate your overall ability (the overall ability of 67N20's in your unit) to troubleshoot the following UH-1 aircraft or armament systems.													
a. Engine and related systems													
1. Poor	7	4	9	0	3	1	13	--	0	11	5	8	--
2. Fair	9	28	17	26	22	20	28	--	17	17	42	21	--
3. Good	12	14	29	32	31	34	20	--	11	17	11	29	--
4. Very good	10	7	15	8	16	21	21	--	6	6	11	10	--
5. Excellent	0	2	3	2	7	8	5	--	0	6	0	6	--
6. Not performed (N)	62	46	27	32	21	16	13	--	67	43	32	25	--
	(107)	(185)	(66)	(50)	(178)	(103)	(127)		(18)	(35)	(19)	(48)	
1. Poor	3	0	4	5	6	6	10	--	0	7	0	8	--
2. Fair	16	27	11	28	8	20	19	--	13	27	31	15	--
3. Good	25	31	42	19	42	31	33	--	39	7	46	19	--
4. Very good	14	2	21	14	17	28	18	--	0	13	8	10	--
5. Excellent	0	13	9	5	8	5	2	--	0	0	0	12	--
6. Not performed (N)	41	27	14	29	19	11	18	--	50	47	15	36	--
	(99)	(45)	(57)	(78)	(48)	(87)	(119)		(8)	(15)	(26)	(78)	
b. Utility systems													
1. Poor	2	0	9	4	2	2	6	--	6	6	0	4	--
2. Fair	19	20	15	22	18	11	26	--	17	15	32	17	--
3. Good	18	25	34	27	37	45	30	--	17	39	21	42	--
4. Very good	7	9	20	16	19	17	22	--	0	9	16	29	--
5. Excellent	1	2	2	0	3	10	6	--	6	9	0	2	--
6. Not performed (N)	54	37	20	31	21	16	10	--	56	24	32	6	--
	(102)	(180)	(65)	(49)	(175)	(103)	(125)		(18)	(34)	(19)	(48)	
1. Poor	0	0	2	4	2	1	5	--	0	0	0	9	--
2. Fair	18	32	23	21	10	17	20	--	0	20	35	19	--
3. Good	21	14	46	26	42	35	31	--	63	40	46	29	--
4. Very good	10	9	12	16	15	27	23	--	0	0	0	13	--
5. Excellent	3	9	7	6	6	5	8	--	0	0	12	13	--
6. Not performed (N)	48	36	11	27	25	15	14	--	38	40	8	17	--
	(97)	(44)	(57)	(77)	(48)	(86)	(118)		(8)	(15)	(26)	(78)	
c. Flight controls system													
1. Poor	4	2	3	8	1	1	2	--	6	0	0	0	--
2. Fair	14	14	17	15	16	12	17	--	6	20	16	13	--
3. Good	29	37	31	33	41	45	33	--	25	20	26	31	--
4. Very good	23	28	29	19	22	23	33	--	0	34	42	29	--
5. Excellent	3	12	14	8	15	15	13	--	19	11	5	23	--
6. Not performed (N)	27	7	6	17	5	5	1	--	44	14	11	4	--
	(102)	(181)	(65)	(48)	(176)	(103)	(127)		(16)	(35)	(19)	(48)	
1. Poor	3	5	0	3	0	0	5	--	0	7	0	5	--
2. Fair	18	16	9	17	21	10	10	--	0	27	27	17	--
3. Good	26	34	49	36	42	38	34	--	50	7	31	27	--
4. Very good	13	16	28	16	10	32	28	--	0	40	31	24	--
5. Excellent	6	11	9	9	21	15	14	--	13	7	12	18	--
6. Not performed (N)	34	18	5	19	6	5	9	--	38	13	0	9	--
	(97)	(44)	(57)	(75)	(48)	(87)	(118)		(8)	(15)	(26)	(78)	
d. Main rotor system													
1. Poor	1	1	2	4	1	1	2	--	0	0	0	0	--
2. Fair	14	13	9	8	7	5	13	--	17	6	5	6	--
3. Good	26	31	31	35	28	32	26	--	28	18	11	27	--
4. Very good	28	33	34	33	40	37	35	--	11	24	53	38	--
5. Excellent	9	18	17	8	21	23	21	--	17	32	26	25	--
6. Not performed (N)	22	4	8	12	3	2	3	--	28	0	5	4	--
	(103)	(182)	(65)	(49)	(176)	(103)	(127)		(19)	(34)	(19)	(48)	
1. Poor	1	0	0	3	2	0	5	--	0	0	0	4	--
2. Fair	13	14	4	18	10	6	9	--	0	20	8	17	--
3. Good	27	39	32	38	40	32	26	--	50	20	27	26	--
4. Very good	23	18	46	14	19	37	31	--	25	40	46	21	--
5. Excellent	4	18	18	13	23	22	20	--	25	7	19	26	--
6. Not performed (N)	30	11	2	13	6	3	8	--	0	13	0	8	--
	(97)	(44)	(57)	(76)	(48)	(87)	(118)		(8)	(15)	(26)	(78)	

Questionnaire Item	Organizational Personnel								DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
e. Tail rotor system														
1. Poor	1	2	7	2	1	1		--	0	0	0	0	--	
2. Fair	9	12	9	16	9	2	13	--	22	6	16	8	--	
3. Good	31	33	34	31	28	37	27	--	22	46	11	29	--	
4. Very good	27	29	28	31	39	34	35	--	11	23	47	40	--	
5. Excellent	11	19	22	10	21	24	22	--	11	26	26	19	--	
6. Not performed (N)	21	5	6	10	3	2	2	--	33	0	0	7	--	
	(103)	(181)	(65)	(49)	(174)	(103)	(127)		(181)	(35)	(19)	(48)		
1. Poor	1	0	0	4	2	1	4	--	0	0	0	4	--	
2. Fair	16	14	5	18	6	5	8	--	0	20	8	12	--	
3. Good	23	41	30	37	46	30	28	--	38	20	27	27	--	
4. Very good	26	9	44	16	17	39	31	--	25	40	46	21	--	
5. Excellent	8	23	16	13	21	23	19	--	38	7	19	29	--	
6. Not performed (N)	28	14	5	12	8	2	8	--	0	13	0	8	--	
	(97)	(44)	(57)	(76)	(48)	(87)	(118)		(8)	(15)	(26)	(78)		
f. Airframe system														
1. Poor	8	5	6	0	3	1	5	--	6	6	0	0	--	
2. Fair	11	20	18	27	21	13	15	--	6	14	32	8	--	
3. Good	18	29	34	27	30	41	34	--	18	31	32	48	--	
4. Very good	9	8	15	12	16	22	29	--	0	9	11	21	--	
5. Excellent	3	4	3	2	9	10	10	--	0	6	5	13	--	
6. Not performed (N)	51	35	23	33	22	14	7	--	71	34	21	10	--	
	(103)	(181)	(65)	(49)	(175)	(103)	(126)		(17)	(35)	(19)	(48)		
1. Poor	2	0	0	3	2	1	5	--	13	0	0	3	--	
2. Fair	17	23	14	17	17	17	15	--	13	27	19	14	--	
3. Good	23	20	41	21	34	32	32	--	25	33	46	32	--	
4. Very good	14	18	21	13	15	30	27	--	13	7	15	18	--	
5. Excellent	2	5	9	7	11	5	9	--	0	0	4	12	--	
6. Not performed (N)	43	34	14	39	21	15	11	--	38	33	15	21	--	
	(96)	(44)	(56)	(76)	(47)	(87)	(117)		(8)	(15)	(26)	(77)		
g. Hydraulic system(s)														
1. Poor	6	7	3	6	3	3	15	--	0	9	0	4	--	
2. Fair	18	19	25	29	22	15	25	--	22	14	32	19	--	
3. Good	27	31	35	27	31	38	28	--	22	23	47	38	--	
4. Very good	16	20	12	18	25	27	19	--	0	20	16	15	--	
5. Excellent	4	7	14	0	9	7	9	--	11	11	0	6	--	
6. Not performed (N)	29	15	11	20	10	11	4	--	44	23	5	19	--	
	(103)	(182)	(65)	(49)	(176)	(103)	(127)		(18)	(35)	(19)	(48)		
1. Poor	4	0	2	4	4	2	9	--	0	7	0	4	--	
2. Fair	16	32	16	20	17	25	21	--	13	13	19	19	--	
3. Good	28	32	46	36	38	31	31	--	38	60	35	30	--	
4. Very good	14	11	21	12	13	28	19	--	25	7	19	17	--	
5. Excellent	4	7	9	5	9	7	10	--	13	0	12	10	--	
6. Not performed (N)	33	18	7	24	19	7	10	--	13	13	15	19	--	
	(97)	(44)	(57)	(76)	(47)	(87)	(118)		(8)	(15)	(26)	(77)		
h. Powertrain system														
1. Poor	2	3	6	8	1	1	6	--	0	11	0	0	--	
2. Fair	15	14	23	19	18	17	20	--	22	9	16	15	--	
3. Good	26	32	29	21	30	31	25	--	11	17	21	21	--	
4. Very good	11	21	14	19	27	33	29	--	6	31	42	33	--	
5. Excellent	1	7	12	6	11	10	9	--	0	9	5	17	--	
6. Not performed (N)	46	23	15	27	13	8	9	--	61	23	16	15	--	
	(101)	(182)	(65)	(48)	(173)	(102)	(127)		(18)	(35)	(19)	(48)		
1. Poor	3	0	2	5	2	1	6	--	0	7	0	4	--	
2. Fair	16	21	7	18	9	12	18	--	13	27	27	16	--	
3. Good	20	26	46	26	33	31	26	--	38	13	31	21	--	
4. Very good	22	12	33	16	24	37	21	--	0	27	31	20	--	
5. Excellent	4	14	5	9	13	9	15	--	13	7	8	18	--	
6. Not performed (N)	35	28	7	25	20	9	14	--	38	20	4	21	--	
	(97)	(43)	(57)	(76)	(46)	(86)	(117)		(8)	(15)	(26)	(76)		

Questionnaire Item	Organizational Personnel							DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
i. Instrument systems														
1. Poor	7	9	18	12	5	3	16	--	0	9	0	13	--	--
2. Fair	18	30	20	27	21	17	23	--	22	29	26	19	--	--
3. Good	8	13	20	20	34	33	31	--	0	20	37	25	--	--
4. Very good	2	5	8	18	17	20	12	--	0	3	5	1	--	--
5. Excellent	2	3	2	2	6	12	7	--	0	3	0	4	--	--
6. Not performed (N)	63	40	32	20	19	15	12	--	78	37	32	27	--	--
	(103)	(183)	(65)	(49)	(175)	(103)	(127)		(18)	(35)	(19)	(48)		
1. Poor	4	7	4	8	4	2	13	--	0	0	0	5	--	--
2. Fair	18	17	19	18	19	29	21	--	0	20	19	17	--	--
3. Good	21	30	40	19	33	29	19	--	38	20	42	22	--	--
4. Very good	8	7	12	13	17	31	21	--	0	7	4	13	--	--
5. Excellent	3	2	5	5	4	6	7	--	0	13	4	9	--	--
6. Not performed (N)	46	42	19	37	23	13	20	--	63	40	27	35	--	--
	(96)	(43)	(57)	(76)	(48)	(87)	(117)		(8)	(15)	(26)	(78)		
j. Electrical systems														
1. Poor	9	15	23	22	13	9	25	--	11	12	21	17	--	--
2. Fair	6	20	18	20	31	25	18	--	17	19	16	19	--	--
3. Good	7	11	11	14	18	32	20	--	0	18	21	23	--	--
4. Very good	3	2	9	4	6	7	11	--	0	3	5	10	--	--
5. Excellent	0	2	0	2	4	5	4	--	0	0	0	4	--	--
6. Not performed (N)	76	51	38	37	28	22	21	--	72	50	37	27	--	--
	(103)	(183)	(65)	(49)	(173)	(103)	(127)		(18)	(36)	(19)	(48)		
1. Poor	9	12	11	11	11	19	16	--	13	0	12	5	--	--
2. Fair	15	21	18	19	17	29	23	--	13	20	31	16	--	--
3. Good	20	16	25	15	21	20	18	--	13	7	23	25	--	--
4. Very good	5	2	9	7	9	12	15	--	0	13	4	14	--	--
5. Excellent	4	7	0	4	4	3	3	--	0	7	4	9	--	--
6. Not performed (N)	46	42	39	45	38	17	26	--	63	53	27	31	--	--
	(95)	(43)	(57)	(75)	(47)	(86)	(117)		(8)	(15)	(26)	(77)		
k. Armament--AGM-22 (SS-11) system														
1. Poor	6	13	8	4	4	7	2	--	6	11	6	13	--	--
2. Fair	2	3	2	6	4	6	6	--	0	0	6	7	--	--
3. Good	2	0	8	0	6	6	12	--	0	6	0	2	--	--
4. Very good	1	1	0	0	2	7	2	--	0	0	0	4	--	--
5. Excellent	0	2	3	4	2	3	2	--	0	0	0	7	--	--
6. Not performed (N)	89	82	80	85	82	72	77	--	94	83	88	67	--	--
	(103)	(181)	(65)	(48)	(171)	(103)	(125)		(18)	(35)	(17)	(45)		
1. Poor	7	0	5	3	4	13	5	--	0	7	4	5	--	--
2. Fair	8	7	7	4	4	13	4	--	0	7	8	4	--	--
3. Good	2	5	4	3	0	5	3	--	0	0	8	4	--	--
4. Very good	1	2	5	0	0	5	5	--	0	0	0	0	--	--
5. Excellent	1	0	4	4	2	6	2	--	0	7	0	1	--	--
6. Not performed (N)	85	86	75	87	90	59	80	--	99	80	81	86	--	--
	(96)	(43)	(57)	(76)	(48)	(86)	(115)		(8)	(15)	(26)	(76)		
l. Armament--machine gun systems														
1. Poor	6	11	6	2	2	4	2	--	11	9	5	13	--	--
2. Fair	5	4	2	6	7	4	6	--	0	9	0	9	--	--
3. Good	2	5	11	16	13	14	18	--	0	9	21	0	--	--
4. Very good	3	2	2	14	17	16	8	--	0	0	11	13	--	--
5. Excellent	0	3	9	14	18	23	11	--	0	0	0	9	--	--
6. Not performed (N)	84	75	71	47	43	40	55	--	89	74	63	57	--	--
	(103)	(182)	(65)	(49)	(174)	(103)	(126)		(18)	(35)	(19)	(47)		
1. Poor	2	0	4	3	2	5	3	--	0	7	0	5	--	--
2. Fair	7	7	5	4	4	15	6	--	0	0	4	5	--	--
3. Good	9	12	7	7	6	12	9	--	0	0	19	3	--	--
4. Very good	0	0	14	1	0	13	7	--	0	7	12	1	--	--
5. Excellent	0	2	7	7	2	19	3	--	0	0	12	5	--	--
6. Not performed (N)	81	79	63	79	85	37	72	--	99	87	54	81	--	--
	(96)	(43)	(57)	(76)	(47)	(86)	(115)		(8)	(15)	(26)	(78)		

Questionnaire Item	Organizational Personnel							DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
m. Armament--grenade launcher system													
1. Poor	6	12	8	4	5	5	3	--	6	9	5	13	--
2. Fair	3	2	2	4	6	7	4	--	0	3	5	9	--
3. Good	2	2	8	0	7	11	15	--	0	6	5	2	--
4. Very good	1	1	3	0	7	11	7	--	0	0	5	11	--
5. Excellent	0	1	3	2	3	9	7	--	0	0	0	6	--
6. Not performed (N)	48	82	77	90	78	58	63	--	94	83	79	60	--
	(103)	(182)	(64)	(49)	(174)	(10)	(126)		(18)	(35)	(19)	(47)	
1. Poor	2	2	5	3	2	7	4	--	0	7	0	6	--
2. Fair	7	7	7	3	6	13	5	--	0	0	4	4	--
3. Good	6	7	7	3	2	13	5	--	0	7	12	3	--
4. Very good	1	2	4	0	0	8	5	--	0	0	8	1	--
5. Excellent	0	2	4	5	0	7	0	--	0	0	8	1	--
6. Not performed (N)	83	84	74	87	90	53	80	--	99	87	69	84	--
	(96)	(43)	(57)	(76)	(48)	(87)	(115)		(8)	(15)	(26)	(77)	
n. Armament--rocket systems													
1. Poor	6	11	8	4	3	5	2	--	6	9	5	13	--
2. Fair	3	4	3	6	5	4	6	--	0	3	0	9	--
3. Good	2	2	5	2	5	16	13	--	0	6	11	2	--
4. Very good	2	1	3	0	7	12	8	--	0	0	11	11	--
5. Excellent	0	1	6	4	10	14	7	--	0	0	0	6	--
6. Not performed (N)	87	81	75	83	68	50	63	--	94	83	74	60	--
	(103)	(182)	(65)	(48)	(174)	(103)	(126)		(18)	(35)	(19)	(47)	
1. Poor	2	0	2	4	4	7	5	--	0	7	0	6	--
2. Fair	7	7	7	4	6	9	4	--	0	0	0	4	--
3. Good	5	5	4	5	2	12	6	--	0	0	8	0	--
4. Very good	7	0	7	0	2	12	9	--	0	7	12	1	--
5. Excellent	0	5	4	5	0	15	1	--	0	7	12	3	--
6. Not performed (N)	83	84	77	82	85	45	75	--	99	80	69	86	--
	(95)	(43)	(56)	(76)	(48)	(86)	(114)		(8)	(15)	(26)	(78)	
2. Indicate how often the average 67N20 in your unit asks for help when performing troubleshooting on the aircraft or armament systems listed.													
a. Engine and related systems													
1. Never	--	--	--	--	--	--	1	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	2	--	--	--	--	6	--
3. Sometimes	--	--	--	--	--	--	23	--	--	--	--	15	--
4. Frequently	--	--	--	--	--	--	30	--	--	--	--	45	--
5. Very frequently	--	--	--	--	--	--	27	--	--	--	--	15	--
6. Not performed (N)	--	--	--	--	--	--	16	--	--	--	--	19	--
							(128)					(47)	
1. Never	--	--	--	--	--	--	1	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	2	--	--	--	--	4	--
3. Sometimes	--	--	--	--	--	--	22	--	--	--	--	14	--
4. Frequently	--	--	--	--	--	--	38	--	--	--	--	38	--
5. Very frequently	--	--	--	--	--	--	21	--	--	--	--	27	--
6. Not performed (N)	--	--	--	--	--	--	16	--	--	--	--	17	--
							(117)					(78)	
b. Utility systems													
1. Never	--	--	--	--	--	--	2	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	4	--	--	--	--	9	--
3. Sometimes	--	--	--	--	--	--	35	--	--	--	--	28	--
4. Frequently	--	--	--	--	--	--	32	--	--	--	--	47	--
5. Very frequently	--	--	--	--	--	--	17	--	--	--	--	13	--
6. Not performed (N)	--	--	--	--	--	--	10	--	--	--	--	4	--
							(128)					(47)	
1. Never	--	--	--	--	--	--	1	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	8	--	--	--	--	4	--
3. Sometimes	--	--	--	--	--	--	33	--	--	--	--	31	--
4. Frequently	--	--	--	--	--	--	28	--	--	--	--	35	--
5. Very frequently	--	--	--	--	--	--	22	--	--	--	--	22	--
6. Not performed (N)	--	--	--	--	--	--	8	--	--	--	--	9	--
							(117)					(78)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
c. Flight controls system													
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	7	--	--	--	--	9	--
3. Sometimes	--	--	--	--	--	--	30	--	--	--	--	38	--
4. Frequently	--	--	--	--	--	--	35	--	--	--	--	40	--
5. Very frequently	--	--	--	--	--	--	27	--	--	--	--	13	--
6. Not performed	--	--	--	--	--	--	2	--	--	--	--	0	--
(N)							(127)					(47)	
1. Never	--	--	--	--	--	--	3	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	6	--	--	--	--	9	--
3. Sometimes	--	--	--	--	--	--	34	--	--	--	--	35	--
4. Frequently	--	--	--	--	--	--	34	--	--	--	--	37	--
5. Very frequently	--	--	--	--	--	--	16	--	--	--	--	15	--
6. Not performed	--	--	--	--	--	--	8	--	--	--	--	4	--
(N)							(116)					(78)	
d. Main rotor system													
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	10	--	--	--	--	6	--
3. Sometimes	--	--	--	--	--	--	33	--	--	--	--	43	--
4. Frequently	--	--	--	--	--	--	32	--	--	--	--	34	--
5. Very frequently	--	--	--	--	--	--	24	--	--	--	--	17	--
6. Not performed	--	--	--	--	--	--	1	--	--	--	--	0	--
(N)							(128)					(47)	
1. Never	--	--	--	--	--	--	2	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	9	--	--	--	--	17	--
3. Sometimes	--	--	--	--	--	--	37	--	--	--	--	33	--
4. Frequently	--	--	--	--	--	--	29	--	--	--	--	22	--
5. Very frequently	--	--	--	--	--	--	15	--	--	--	--	23	--
6. Not performed	--	--	--	--	--	--	8	--	--	--	--	5	--
(N)							(116)					(78)	
e. Tail rotor system													
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	10	--	--	--	--	6	--
3. Sometimes	--	--	--	--	--	--	35	--	--	--	--	43	--
4. Frequently	--	--	--	--	--	--	27	--	--	--	--	38	--
5. Very frequently	--	--	--	--	--	--	28	--	--	--	--	13	--
6. Not performed	--	--	--	--	--	--	1	--	--	--	--	0	--
(N)							(127)					(47)	
1. Never	--	--	--	--	--	--	2	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	10	--	--	--	--	21	--
3. Sometimes	--	--	--	--	--	--	37	--	--	--	--	27	--
4. Frequently	--	--	--	--	--	--	29	--	--	--	--	26	--
5. Very frequently	--	--	--	--	--	--	14	--	--	--	--	21	--
6. Not performed	--	--	--	--	--	--	8	--	--	--	--	5	--
(N)							(116)					(77)	
f. Airframe system													
1. Never	--	--	--	--	--	--	1	--	--	--	--	2	--
2. Rarely	--	--	--	--	--	--	9	--	--	--	--	9	--
3. Sometimes	--	--	--	--	--	--	35	--	--	--	--	36	--
4. Frequently	--	--	--	--	--	--	31	--	--	--	--	26	--
5. Very frequently	--	--	--	--	--	--	18	--	--	--	--	17	--
6. Not performed	--	--	--	--	--	--	6	--	--	--	--	11	--
(N)							(127)					(47)	
1. Never	--	--	--	--	--	--	1	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	14	--	--	--	--	9	--
3. Sometimes	--	--	--	--	--	--	30	--	--	--	--	27	--
4. Frequently	--	--	--	--	--	--	29	--	--	--	--	31	--
5. Very frequently	--	--	--	--	--	--	18	--	--	--	--	26	--
6. Not performed	--	--	--	--	--	--	9	--	--	--	--	8	--
(N)							(117)					(78)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
g. Hydraulic system(s)													
1. Never	--	--	--	--	--	--	0	--	--	--	--	2	--
2. Rarely	--	--	--	--	--	--	3	--	--	--	--	2	--
3. Sometimes	--	--	--	--	--	--	29	--	--	--	--	17	--
4. Frequently	--	--	--	--	--	--	30	--	--	--	--	40	--
5. Very frequently	--	--	--	--	--	--	34	--	--	--	--	21	--
6. Not performed	--	--	--	--	--	--	4	--	--	--	--	17	--
(N)							(128)					(47)	
1. Never	--	--	--	--	--	--	1	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	9	--	--	--	--	6	--
3. Sometimes	--	--	--	--	--	--	26	--	--	--	--	28	--
4. Frequently	--	--	--	--	--	--	32	--	--	--	--	32	--
5. Very frequently	--	--	--	--	--	--	25	--	--	--	--	24	--
6. Not performed	--	--	--	--	--	--	8	--	--	--	--	9	--
(N)							(117)					(78)	
h. Powertrain system													
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	3	--	--	--	--	2	--
3. Sometimes	--	--	--	--	--	--	36	--	--	--	--	34	--
4. Frequently	--	--	--	--	--	--	31	--	--	--	--	36	--
5. Very frequently	--	--	--	--	--	--	23	--	--	--	--	19	--
6. Not performed	--	--	--	--	--	--	7	--	--	--	--	9	--
(N)							(128)					(47)	
1. Never	--	--	--	--	--	--	3	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	6	--	--	--	--	9	--
3. Sometimes	--	--	--	--	--	--	36	--	--	--	--	26	--
4. Frequently	--	--	--	--	--	--	29	--	--	--	--	31	--
5. Very frequently	--	--	--	--	--	--	18	--	--	--	--	21	--
6. Not performed	--	--	--	--	--	--	8	--	--	--	--	14	--
(N)							(116)					(78)	
i. Instrument systems													
1. Never	--	--	--	--	--	--	1	--	--	--	--	2	--
2. Rarely	--	--	--	--	--	--	6	--	--	--	--	2	--
3. Sometimes	--	--	--	--	--	--	23	--	--	--	--	17	--
4. Frequently	--	--	--	--	--	--	33	--	--	--	--	26	--
5. Very frequently	--	--	--	--	--	--	25	--	--	--	--	21	--
6. Not performed	--	--	--	--	--	--	13	--	--	--	--	32	--
(N)							(128)					(47)	
1. Never	--	--	--	--	--	--	4	--	--	--	--	1	--
2. Rarely	--	--	--	--	--	--	7	--	--	--	--	12	--
3. Sometimes	--	--	--	--	--	--	23	--	--	--	--	19	--
4. Frequently	--	--	--	--	--	--	26	--	--	--	--	21	--
5. Very frequently	--	--	--	--	--	--	22	--	--	--	--	23	--
6. Not performed	--	--	--	--	--	--	17	--	--	--	--	24	--
(N)							(117)					(78)	
j. Electrical systems													
1. Never	--	--	--	--	--	--	1	--	--	--	--	2	--
2. Rarely	--	--	--	--	--	--	5	--	--	--	--	2	--
3. Sometimes	--	--	--	--	--	--	16	--	--	--	--	9	--
4. Frequently	--	--	--	--	--	--	23	--	--	--	--	26	--
5. Very frequently	--	--	--	--	--	--	36	--	--	--	--	26	--
6. Not performed	--	--	--	--	--	--	20	--	--	--	--	36	--
(N)							(127)					(47)	
1. Never	--	--	--	--	--	--	3	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	4	--	--	--	--	14	--
3. Sometimes	--	--	--	--	--	--	18	--	--	--	--	18	--
4. Frequently	--	--	--	--	--	--	22	--	--	--	--	18	--
5. Very frequently	--	--	--	--	--	--	32	--	--	--	--	28	--
6. Not performed	--	--	--	--	--	--	21	--	--	--	--	22	--
(N)							(116)					(78)	

Questionnaire Item	Organizational Personnel							DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
k. Armament--AGM-22 (SS-11) system													
1. Never	--	--	--	--	--	--	2	--	--	--	--	2	--
2. Rarely	--	--	--	--	--	--	2	--	--	--	--	2	--
3. Sometimes	--	--	--	--	--	--	6	--	--	--	--	4	--
4. Frequently	--	--	--	--	--	--	5	--	--	--	--	0	--
5. Very frequently	--	--	--	--	--	--	2	--	--	--	--	6	--
6. Not performed	--	--	--	--	--	--	83	--	--	--	--	85	--
(N)							(127)					(47)	
1. Never	--	--	--	--	--	--	2	--	--	--	--	3	--
2. Rarely	--	--	--	--	--	--	2	--	--	--	--	0	--
3. Sometimes	--	--	--	--	--	--	2	--	--	--	--	1	--
4. Frequently	--	--	--	--	--	--	3	--	--	--	--	1	--
5. Very frequently	--	--	--	--	--	--	3	--	--	--	--	5	--
6. Not performed	--	--	--	--	--	--	80	--	--	--	--	90	--
(N)							(117)					(78)	
l. Armament--machine gun systems													
1. Never	--	--	--	--	--	--	3	--	--	--	--	2	--
2. Rarely	--	--	--	--	--	--	9	--	--	--	--	2	--
3. Sometimes	--	--	--	--	--	--	9	--	--	--	--	6	--
4. Frequently	--	--	--	--	--	--	10	--	--	--	--	0	--
5. Very frequently	--	--	--	--	--	--	5	--	--	--	--	6	--
6. Not performed	--	--	--	--	--	--	63	--	--	--	--	83	--
(N)							(127)					(47)	
1. Never	--	--	--	--	--	--	2	--	--	--	--	1	--
2. Rarely	--	--	--	--	--	--	2	--	--	--	--	1	--
3. Sometimes	--	--	--	--	--	--	6	--	--	--	--	3	--
4. Frequently	--	--	--	--	--	--	4	--	--	--	--	1	--
5. Very frequently	--	--	--	--	--	--	8	--	--	--	--	6	--
6. Not performed	--	--	--	--	--	--	78	--	--	--	--	87	--
(N)							(116)					(78)	
m. Armament--grenade launcher system													
1. Never	--	--	--	--	--	--	3	--	--	--	--	2	--
2. Rarely	--	--	--	--	--	--	7	--	--	--	--	2	--
3. Sometimes	--	--	--	--	--	--	8	--	--	--	--	6	--
4. Frequently	--	--	--	--	--	--	8	--	--	--	--	0	--
5. Very frequently	--	--	--	--	--	--	6	--	--	--	--	6	--
6. Not performed	--	--	--	--	--	--	69	--	--	--	--	83	--
(N)							(127)					(47)	
1. Never	--	--	--	--	--	--	2	--	--	--	--	1	--
2. Rarely	--	--	--	--	--	--	2	--	--	--	--	1	--
3. Sometimes	--	--	--	--	--	--	3	--	--	--	--	1	--
4. Frequently	--	--	--	--	--	--	3	--	--	--	--	3	--
5. Very frequently	--	--	--	--	--	--	4	--	--	--	--	5	--
6. Not performed	--	--	--	--	--	--	86	--	--	--	--	88	--
(N)							(117)					(78)	
n. Armament--rocket systems													
1. Never	--	--	--	--	--	--	4	--	--	--	--	2	--
2. Rarely	--	--	--	--	--	--	6	--	--	--	--	2	--
3. Sometimes	--	--	--	--	--	--	8	--	--	--	--	6	--
4. Frequently	--	--	--	--	--	--	8	--	--	--	--	0	--
5. Very frequently	--	--	--	--	--	--	6	--	--	--	--	6	--
6. Not performed	--	--	--	--	--	--	69	--	--	--	--	83	--
(N)							(127)					(47)	
1. Never	--	--	--	--	--	--	2	--	--	--	--	3	--
2. Rarely	--	--	--	--	--	--	2	--	--	--	--	0	--
3. Sometimes	--	--	--	--	--	--	3	--	--	--	--	3	--
4. Frequently	--	--	--	--	--	--	6	--	--	--	--	1	--
5. Very frequently	--	--	--	--	--	--	9	--	--	--	--	5	--
6. Not performed	--	--	--	--	--	--	79	--	--	--	--	88	--
(N)							(117)					(77)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
3. Of the UH-1 troubleshooting performed in your unit, what percent is performed by UH-1 mechanics in your unit?														
1. 0%	--	--	--	--	--	--	12	--	--	--	--	8	--	--
2. 1-9%	--	--	--	--	--	--	12	--	--	--	--	6	--	--
3. 10-19%	--	--	--	--	--	--	18	--	--	--	--	18	--	--
4. 20-29%	--	--	--	--	--	--	15	--	--	--	--	27	--	--
5. 30-39%	--	--	--	--	--	--	10	--	--	--	--	6	--	--
6. 40-49%	--	--	--	--	--	--	6	--	--	--	--	12	--	--
7. 50-59%	--	--	--	--	--	--	13	--	--	--	--	10	--	--
8. 60-69%	--	--	--	--	--	--	2	--	--	--	--	2	--	--
9. 70-100%	--	--	--	--	--	--	13	--	--	--	--	10	--	--
(N)							(126)					(49)		
1. 0%	--	--	--	--	--	--	47	--	--	--	--	27	--	--
2. 1-9%	--	--	--	--	--	--	7	--	--	--	--	11	--	--
3. 10-19%	--	--	--	--	--	--	19	--	--	--	--	19	--	--
4. 20-29%	--	--	--	--	--	--	12	--	--	--	--	9	--	--
5. 30-39%	--	--	--	--	--	--	3	--	--	--	--	9	--	--
6. 40-49%	--	--	--	--	--	--	6	--	--	--	--	4	--	--
7. 50-59%	--	--	--	--	--	--	6	--	--	--	--	14	--	--
8. 60-69%	--	--	--	--	--	--	1	--	--	--	--	2	--	--
9. 70-100%	--	--	--	--	--	--	0	--	--	--	--	6	--	--
(N)							(119)					(81)		
4. Of the UH-1 troubleshooting performed in your unit, what percent is performed by UH-1 crew chiefs in your unit?														
1. 0%	--	--	--	--	--	--	51	--	--	--	--	49	--	--
2. 1-9%	--	--	--	--	--	--	13	--	--	--	--	12	--	--
3. 10-19%	--	--	--	--	--	--	16	--	--	--	--	12	--	--
4. 20-29%	--	--	--	--	--	--	13	--	--	--	--	18	--	--
5. 30-39%	--	--	--	--	--	--	2	--	--	--	--	4	--	--
6. 40-49%	--	--	--	--	--	--	2	--	--	--	--	2	--	--
7. 50-59%	--	--	--	--	--	--	2	--	--	--	--	0	--	--
8. 60-69%	--	--	--	--	--	--	0	--	--	--	--	0	--	--
9. 70-100%	--	--	--	--	--	--	2	--	--	--	--	2	--	--
(N)							(126)					(49)		
1. 0%	--	--	--	--	--	--	25	--	--	--	--	89	--	--
2. 1-9%	--	--	--	--	--	--	4	--	--	--	--	3	--	--
3. 10-19%	--	--	--	--	--	--	17	--	--	--	--	6	--	--
4. 20-29%	--	--	--	--	--	--	19	--	--	--	--	0	--	--
5. 30-39%	--	--	--	--	--	--	8	--	--	--	--	0	--	--
6. 40-49%	--	--	--	--	--	--	9	--	--	--	--	1	--	--
7. 50-59%	--	--	--	--	--	--	9	--	--	--	--	1	--	--
8. 60-69%	--	--	--	--	--	--	0	--	--	--	--	0	--	--
9. 70-100%	--	--	--	--	--	--	8	--	--	--	--	0	--	--
(N)							(119)					(79)		
5. Of the UH-1 troubleshooting performed in your unit, what percent is performed by UH-1 mechanics from a supporting unit?														
1. 0%	--	--	--	--	--	--	75	--	--	--	--	92	--	--
2. 1-9%	--	--	--	--	--	--	10	--	--	--	--	6	--	--
3. 10-19%	--	--	--	--	--	--	7	--	--	--	--	2	--	--
4. 20-29%	--	--	--	--	--	--	4	--	--	--	--	0	--	--
5. 30-39%	--	--	--	--	--	--	0	--	--	--	--	0	--	--
6. 40-49%	--	--	--	--	--	--	1	--	--	--	--	0	--	--
7. 50-59%	--	--	--	--	--	--	2	--	--	--	--	0	--	--
8. 60-69%	--	--	--	--	--	--	1	--	--	--	--	0	--	--
9. 70-100%	--	--	--	--	--	--	1	--	--	--	--	0	--	--
(N)							(126)					(49)		
1. 0%	--	--	--	--	--	--	70	--	--	--	--	85	--	--
2. 1-9%	--	--	--	--	--	--	10	--	--	--	--	1	--	--
3. 10-19%	--	--	--	--	--	--	14	--	--	--	--	8	--	--
4. 20-29%	--	--	--	--	--	--	4	--	--	--	--	0	--	--
5. 30-39%	--	--	--	--	--	--	1	--	--	--	--	3	--	--
6. 40-49%	--	--	--	--	--	--	0	--	--	--	--	0	--	--
7. 50-59%	--	--	--	--	--	--	0	--	--	--	--	1	--	--
8. 60-69%	--	--	--	--	--	--	0	--	--	--	--	1	--	--
9. 70-100%	--	--	--	--	--	--	1	--	--	--	--	1	--	--
(N)							(119)					(80)		

Questionnaire Item	Organizational Personnel									DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.		
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-				
6. Of the UH-1 troubleshooting performed in your unit, what percent is performed by maintenance supervisors?															
1. 0%	--	--	--	--	--	--	27	--	--	--	--	14	--	--	
2. 1-9%	--	--	--	--	--	--	12	--	--	--	--	20	--	--	
3. 10-19%	--	--	--	--	--	--	15	--	--	--	--	29	--	--	
4. 20-29%	--	--	--	--	--	--	21	--	--	--	--	22	--	--	
5. 30-39%	--	--	--	--	--	--	11	--	--	--	--	10	--	--	
6. 40-49%	--	--	--	--	--	--	6	--	--	--	--	2	--	--	
7. 50-59%	--	--	--	--	--	--	2	--	--	--	--	0	--	--	
8. 60-69%	--	--	--	--	--	--	1	--	--	--	--	2	--	--	
9. 70-100%	--	--	--	--	--	--	4	--	--	--	--	0	--	--	
(N)							(126)					(49)			
1. 0%	--	--	--	--	--	--	24	--	--	--	--	15	--	--	
2. 1-9%	--	--	--	--	--	--	11	--	--	--	--	14	--	--	
3. 10-19%	--	--	--	--	--	--	20	--	--	--	--	19	--	--	
4. 20-29%	--	--	--	--	--	--	19	--	--	--	--	25	--	--	
5. 30-39%	--	--	--	--	--	--	8	--	--	--	--	6	--	--	
6. 40-49%	--	--	--	--	--	--	4	--	--	--	--	4	--	--	
7. 50-59%	--	--	--	--	--	--	9	--	--	--	--	11	--	--	
8. 60-69%	--	--	--	--	--	--	2	--	--	--	--	4	--	--	
9. 70-100%	--	--	--	--	--	--	3	--	--	--	--	1	--	--	
(N)							(119)					(79)			
7. Of the UH-1 troubleshooting performed in your unit, what percent is performed by technical inspectors?															
1. 0%	--	--	--	--	--	--	18	--	--	--	--	27	--	--	
2. 1-9%	--	--	--	--	--	--	8	--	--	--	--	16	--	--	
3. 10-19%	--	--	--	--	--	--	18	--	--	--	--	22	--	--	
4. 20-29%	--	--	--	--	--	--	19	--	--	--	--	18	--	--	
5. 30-39%	--	--	--	--	--	--	10	--	--	--	--	4	--	--	
6. 40-49%	--	--	--	--	--	--	6	--	--	--	--	4	--	--	
7. 50-59%	--	--	--	--	--	--	12	--	--	--	--	4	--	--	
8. 60-69%	--	--	--	--	--	--	2	--	--	--	--	0	--	--	
9. 70-100%	--	--	--	--	--	--	7	--	--	--	--	4	--	--	
(N)							(126)					(49)			
1. 0%	--	--	--	--	--	--	18	--	--	--	--	14	--	--	
2. 1-9%	--	--	--	--	--	--	8	--	--	--	--	1	--	--	
3. 10-19%	--	--	--	--	--	--	18	--	--	--	--	19	--	--	
4. 20-29%	--	--	--	--	--	--	21	--	--	--	--	24	--	--	
5. 30-39%	--	--	--	--	--	--	10	--	--	--	--	11	--	--	
6. 40-49%	--	--	--	--	--	--	5	--	--	--	--	6	--	--	
7. 50-59%	--	--	--	--	--	--	8	--	--	--	--	10	--	--	
8. 60-69%	--	--	--	--	--	--	4	--	--	--	--	3	--	--	
9. 70-100%	--	--	--	--	--	--	8	--	--	--	--	11	--	--	
(N)							(119)					(79)			
8. Of the UH-1 troubleshooting performed in your unit, what percent is performed by component repairmen?															
1. 0%	--	--	--	--	--	--	63	--	--	--	--	57	--	--	
2. 1-9%	--	--	--	--	--	--	13	--	--	--	--	14	--	--	
3. 10-19%	--	--	--	--	--	--	13	--	--	--	--	18	--	--	
4. 20-29%	--	--	--	--	--	--	3	--	--	--	--	4	--	--	
5. 30-39%	--	--	--	--	--	--	3	--	--	--	--	2	--	--	
6. 40-49%	--	--	--	--	--	--	1	--	--	--	--	0	--	--	
7. 50-59%	--	--	--	--	--	--	2	--	--	--	--	4	--	--	
8. 60-69%	--	--	--	--	--	--	1	--	--	--	--	0	--	--	
9. 70-100%	--	--	--	--	--	--	2	--	--	--	--	0	--	--	
(N)							(126)					(49)			
1. 0%	--	--	--	--	--	--	71	--	--	--	--	45	--	--	
2. 1-9%	--	--	--	--	--	--	8	--	--	--	--	10	--	--	
3. 10-19%	--	--	--	--	--	--	8	--	--	--	--	20	--	--	
4. 20-29%	--	--	--	--	--	--	3	--	--	--	--	9	--	--	
5. 30-39%	--	--	--	--	--	--	0	--	--	--	--	6	--	--	
6. 40-49%	--	--	--	--	--	--	0	--	--	--	--	1	--	--	
7. 50-59%	--	--	--	--	--	--	2	--	--	--	--	0	--	--	
8. 60-69%	--	--	--	--	--	--	0	--	--	--	--	1	--	--	
9. 70-100%	--	--	--	--	--	--	0	--	--	--	--	8	--	--	
(N)							(119)					(80)			

Questionnaire Item	Organizational Personnel							DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
9. Of the UH-1 troubleshooting performed in your unit, what percent is performed by warrant officer maintenance technicians?													
1. 0%	--	--	--	--	--	--	51	--	--	--	--	84	--
2. 1-9%	--	--	--	--	--	--	16	--	--	--	--	6	--
3. 10-19%	--	--	--	--	--	--	16	--	--	--	--	6	--
4. 20-29%	--	--	--	--	--	--	12	--	--	--	--	2	--
5. 30-39%	--	--	--	--	--	--	2	--	--	--	--	0	--
6. 40-49%	--	--	--	--	--	--	2	--	--	--	--	2	--
7. 50-59%	--	--	--	--	--	--	2	--	--	--	--	0	--
8. 60-69%	--	--	--	--	--	--	1	--	--	--	--	0	--
9. 70-100%	--	--	--	--	--	--	0	--	--	--	--	0	--
(N)							(126)					(49)	
1. 0%	--	--	--	--	--	--	61	--	--	--	--	51	--
2. 1-9%	--	--	--	--	--	--	9	--	--	--	--	13	--
3. 10-19%	--	--	--	--	--	--	18	--	--	--	--	20	--
4. 20-29%	--	--	--	--	--	--	9	--	--	--	--	11	--
5. 30-39%	--	--	--	--	--	--	0	--	--	--	--	4	--
6. 40-49%	--	--	--	--	--	--	1	--	--	--	--	0	--
7. 50-59%	--	--	--	--	--	--	1	--	--	--	--	1	--
8. 60-69%	--	--	--	--	--	--	0	--	--	--	--	0	--
9. 70-100%	--	--	--	--	--	--	1	--	--	--	--	0	--
(N)							(119)					(80)	
10. If the 67N20's in your unit are not performing troubleshooting tasks required at your maintenance level, what is the major reason?													
1. They are performing troubleshooting tasks	--	--	--	--	--	--	45	--	--	--	--	48	--
2. Lack of training	--	--	--	--	--	--	11	--	--	--	--	14	--
3. Lack of experience	--	--	--	--	--	--	29	--	--	--	--	32	--
4. Lack of confidence	--	--	--	--	--	--	2	--	--	--	--	0	--
5. Lack of test equipment	--	--	--	--	--	--	4	--	--	--	--	2	--
6. Unit policy	--	--	--	--	--	--	5	--	--	--	--	2	--
7. Other	--	--	--	--	--	--	3	--	--	--	--	2	--
(N)							(121)					(44)	
1. They are performing troubleshooting tasks	--	--	--	--	--	--	51	--	--	--	--	44	--
2. Lack of training	--	--	--	--	--	--	7	--	--	--	--	8	--
3. Lack of experience	--	--	--	--	--	--	25	--	--	--	--	24	--
4. Lack of confidence	--	--	--	--	--	--	3	--	--	--	--	1	--
5. Lack of test equipment	--	--	--	--	--	--	2	--	--	--	--	7	--
6. Unit policy	--	--	--	--	--	--	4	--	--	--	--	11	--
7. Other	--	--	--	--	--	--	9	--	--	--	--	4	--
(N)							(110)					(72)	
11. What do you think is the primary cause of faulty troubleshooting?													
1. Inexperience	--	--	--	--	--	--	66	72	--	--	--	79	90
2. Human error	--	--	--	--	--	--	5	3	--	--	--	3	10
3. Negligence	--	--	--	--	--	--	5	8	--	--	--	5	0
4. Insufficient or no training	--	--	--	--	--	--	19	12	--	--	--	8	10
5. Other	--	--	--	--	--	--	4	5	--	--	--	5	0
(N)							(115)	(60)				(38)	(10)
1. Inexperience	--	--	--	--	--	--	66	67	--	--	--	75	80
2. Human error	--	--	--	--	--	--	7	6	--	--	--	3	5
3. Negligence	--	--	--	--	--	--	7	10	--	--	--	1	0
4. Insufficient or no training	--	--	--	--	--	--	18	12	--	--	--	19	15
5. Other	--	--	--	--	--	--	2	6	--	--	--	1	0
(N)							(107)	(69)				(68)	(20)

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
12. After being awarded your 67N20 duty MOS, how long did it take before you felt you were performing proficiently the majority of the 67N20 maintenance duties performed in your unit?														
1. I am still not performing proficiently	36	6	12	12	11	4	--	--	44	14	0	--	--	
2. Less than 1 month	5	4	2	12	2	5	--	--	17	0	11	--	--	
3. 1-2 months	25	26	21	49	28	20	--	--	22	34	21	--	--	
4. 3-4 months	18	39	20	14	40	27	--	--	17	20	26	--	--	
5. 5-6 months	13	14	23	6	13	25	--	--	0	26	11	--	--	
6. 7-8 months	1	4	11	2	2	8	--	--	0	3	5	--	--	
7. Over 8 months	2	7	12	4	5	11	--	--	0	3	26	--	--	
(N)	(107)	(186)	(86)	(49)	(176)	(103)			(18)	(35)	(19)			
1. I am still not performing proficiently	46	14	13	33	13	5	--	--	50	33	4	--	--	
2. Less than 1 month	8	7	6	15	7	7	--	--	0	7	13	--	--	
3. 1-2 months	22	27	23	31	37	24	--	--	13	20	25	--	--	
4. 3-4 months	12	27	21	14	20	22	--	--	38	27	38	--	--	
5. 5-6 months	3	14	17	2	13	27	--	--	0	7	21	--	--	
6. 7-8 months	0	2	6	1	4	4	--	--	0	0	0	--	--	
7. Over 8 months	8	9	15	4	7	12	--	--	0	7	0	--	--	
(N)	(98)	(44)	(53)	(81)	(46)	(85)			(8)	(15)	(24)			
13. After arrival in your unit, how long does it take the average school trained 67N20 to become proficient in performing the majority of UH-1 maintenance duties?														
1. Less than 1 month	--	--	--	--	--	--	1	2	--	--	--	0	0	
2. 1-2 months	--	--	--	--	--	--	38	26	--	--	--	19	55	
3. 3-4 months	--	--	--	--	--	--	39	50	--	--	--	44	27	
4. 5-6 months	--	--	--	--	--	--	19	20	--	--	--	31	18	
5. 7-8 months	--	--	--	--	--	--	2	0	--	--	--	4	0	
6. Over 8 months	--	--	--	--	--	--	2	3	--	--	--	2	0	
(N)							(128)	(66)				(48)	(11)	
1. Less than 1 month	--	--	--	--	--	--	2	4	--	--	--	3	5	
2. 1-2 months	--	--	--	--	--	--	23	28	--	--	--	22	21	
3. 3-4 months	--	--	--	--	--	--	22	32	--	--	--	26	47	
4. 5-6 months	--	--	--	--	--	--	41	26	--	--	--	31	11	
5. 7-8 months	--	--	--	--	--	--	6	5	--	--	--	3	5	
6. Over 8 months	--	--	--	--	--	--	7	5	--	--	--	16	11	
(N)							(115)	(57)				(77)	(19)	
14. How do you rate the proficiency of the UH-1 mechanics and crew chiefs in your unit?														
1. Poor	--	--	--	--	--	--	--	2	--	--	--	--	0	
2. Fair	--	--	--	--	--	--	--	31	--	--	--	--	9	
3. Good	--	--	--	--	--	--	--	46	--	--	--	--	64	
4. Very good	--	--	--	--	--	--	--	15	--	--	--	--	19	
5. Excellent	--	--	--	--	--	--	--	6	--	--	--	--	9	
(N)								(65)					(11)	
1. Poor	--	--	--	--	--	--	--	6	--	--	--	--	0	
2. Fair	--	--	--	--	--	--	--	22	--	--	--	--	19	
3. Good	--	--	--	--	--	--	--	22	--	--	--	--	48	
4. Very good	--	--	--	--	--	--	--	34	--	--	--	--	29	
5. Excellent	--	--	--	--	--	--	--	11	--	--	--	--	5	
(N)								(63)					(21)	
15. How do you rate the proficiency of the enlisted UH-1 maintenance supervisors in your unit?														
1. Poor	--	--	--	--	--	--	--	3	--	--	--	--	0	
2. Fair	--	--	--	--	--	--	--	15	--	--	--	--	0	
3. Good	--	--	--	--	--	--	--	29	--	--	--	--	27	
4. Very good	--	--	--	--	--	--	--	37	--	--	--	--	36	
5. Excellent	--	--	--	--	--	--	--	15	--	--	--	--	16	
(N)								(65)					(11)	
1. Poor	--	--	--	--	--	--	--	3	--	--	--	--	0	
2. Fair	--	--	--	--	--	--	--	15	--	--	--	--	0	
3. Good	--	--	--	--	--	--	--	18	--	--	--	--	33	
4. Very good	--	--	--	--	--	--	--	32	--	--	--	--	48	
5. Excellent	--	--	--	--	--	--	--	31	--	--	--	--	19	
(N)								(65)					(21)	

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv.	Maint Off.	Shop Mechanics			Enl Supv.	Maint Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
16. How do you rate the proficiency of the UH-1 technical inspectors in your unit?													
1. Poor	--	--	--	--	--	--	--	3	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	9	--	--	--	--	0
3. Good	--	--	--	--	--	--	--	30	--	--	--	--	45
4. Very good	--	--	--	--	--	--	--	38	--	--	--	--	19
5. Excellent	--	--	--	--	--	--	--	21	--	--	--	--	36
(N)								(63)					(111)
1. Poor	--	--	0	--	--	--	--	2	--	--	--	--	5
2. Fair	--	--	--	--	--	--	--	5	--	--	--	--	0
3. Good	--	--	--	--	--	--	--	19	--	--	--	--	15
4. Very good	--	--	--	--	--	--	--	33	--	--	--	--	40
5. Excellent	--	--	--	--	--	--	--	42	--	--	--	--	40
(N)								(57)					(20)
17. Rate the overall ability of new 67N20's in your unit to perform maintenance on the following UH-1 aircraft or armament systems.													
a. Engine and related systems													
1. Poor	--	--	--	--	--	--	--	22	--	--	--	--	18
2. Fair	--	--	--	--	--	--	--	33	--	--	--	--	27
3. Good	--	--	--	--	--	--	--	18	--	--	--	--	36
4. Very good	--	--	--	--	--	--	--	13	--	--	--	--	9
5. Excellent	--	--	--	--	--	--	--	4	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	9	--	--	--	--	9
(N)								(67)					(111)
1. Poor	--	--	--	--	--	--	--	17	--	--	--	--	5
2. Fair	--	--	--	--	--	--	--	29	--	--	--	--	42
3. Good	--	--	--	--	--	--	--	23	--	--	--	--	16
4. Very good	--	--	--	--	--	--	--	8	--	--	--	--	11
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	22	--	--	--	--	26
(N)								(65)					(19)
b. Utility systems													
1. Poor	--	--	--	--	--	--	--	14	--	--	--	--	9
2. Fair	--	--	--	--	--	--	--	35	--	--	--	--	35
3. Good	--	--	--	--	--	--	--	29	--	--	--	--	45
4. Very good	--	--	--	--	--	--	--	11	--	--	--	--	0
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	8	--	--	--	--	0
(N)								(65)					(111)
1. Poor	--	--	--	--	--	--	--	8	--	--	--	--	6
2. Fair	--	--	--	--	--	--	--	23	--	--	--	--	39
3. Good	--	--	--	--	--	--	--	38	--	--	--	--	29
4. Very good	--	--	--	--	--	--	--	17	--	--	--	--	22
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	10	--	--	--	--	6
(N)								(60)					(18)
c. Flight controls system													
1. Poor	--	--	--	--	--	--	--	14	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	30	--	--	--	--	27
3. Good	--	--	--	--	--	--	--	35	--	--	--	--	55
4. Very good	--	--	--	--	--	--	--	17	--	--	--	--	9
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	2	--	--	--	--	0
(N)								(66)					(111)
1. Poor	--	--	--	--	--	--	--	3	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	24	--	--	--	--	44
3. Good	--	--	--	--	--	--	--	30	--	--	--	--	28
4. Very good	--	--	--	--	--	--	--	18	--	--	--	--	17
5. Excellent	--	--	--	--	--	--	--	10	--	--	--	--	6
6. No requirement	--	--	--	--	--	--	--	10	--	--	--	--	6
(N)								(60)					(18)

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
d. Main rotor system													
1. Poor	--	--	--	--	--	--	--	11	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	26	--	--	--	--	18
3. Good	--	--	--	--	--	--	--	35	--	--	--	--	45
4. Very good	--	--	--	--	--	--	--	24	--	--	--	--	27
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	2	--	--	--	--	0
(N)								(66)					(11)
1. Poor	--	--	--	--	--	--	--	5	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	22	--	--	--	--	33
3. Good	--	--	--	--	--	--	--	30	--	--	--	--	28
4. Very good	--	--	--	--	--	--	--	27	--	--	--	--	28
5. Excellent	--	--	--	--	--	--	--	7	--	--	--	--	6
6. No requirement	--	--	--	--	--	--	--	10	--	--	--	--	6
(N)								(60)					(18)
e. Tail rotor system													
1. Poor	--	--	--	--	--	--	--	12	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	27	--	--	--	--	27
3. Good	--	--	--	--	--	--	--	30	--	--	--	--	36
4. Very good	--	--	--	--	--	--	--	21	--	--	--	--	27
5. Excellent	--	--	--	--	--	--	--	8	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	2	--	--	--	--	0
(N)								(66)					(11)
1. Poor	--	--	--	--	--	--	--	3	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	23	--	--	--	--	33
3. Good	--	--	--	--	--	--	--	32	--	--	--	--	28
4. Very good	--	--	--	--	--	--	--	22	--	--	--	--	28
5. Excellent	--	--	--	--	--	--	--	10	--	--	--	--	6
6. No requirement	--	--	--	--	--	--	--	10	--	--	--	--	6
(N)								(60)					(18)
f. Airframe system													
1. Poor	--	--	--	--	--	--	--	11	--	--	--	--	9
2. Fair	--	--	--	--	--	--	--	20	--	--	--	--	36
3. Good	--	--	--	--	--	--	--	33	--	--	--	--	18
4. Very good	--	--	--	--	--	--	--	20	--	--	--	--	27
5. Excellent	--	--	--	--	--	--	--	2	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	15	--	--	--	--	0
(N)								(66)					(11)
1. Poor	--	--	--	--	--	--	--	3	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	27	--	--	--	--	44
3. Good	--	--	--	--	--	--	--	27	--	--	--	--	28
4. Very good	--	--	--	--	--	--	--	17	--	--	--	--	17
5. Excellent	--	--	--	--	--	--	--	5	--	--	--	--	6
6. No requirement	--	--	--	--	--	--	--	22	--	--	--	--	6
(N)								(60)					(18)
g. Hydraulic system(s)													
1. Poor	--	--	--	--	--	--	--	20	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	38	--	--	--	--	45
3. Good	--	--	--	--	--	--	--	26	--	--	--	--	27
4. Very good	--	--	--	--	--	--	--	11	--	--	--	--	18
5. Excellent	--	--	--	--	--	--	--	2	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	5	--	--	--	--	9
(N)								(66)					(11)
1. Poor	--	--	--	--	--	--	--	8	--	--	--	--	6
2. Fair	--	--	--	--	--	--	--	30	--	--	--	--	28
3. Good	--	--	--	--	--	--	--	32	--	--	--	--	44
4. Very good	--	--	--	--	--	--	--	15	--	--	--	--	11
5. Excellent	--	--	--	--	--	--	--	5	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	10	--	--	--	--	11
(N)								(60)					(18)

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint Off.	Shop Mechanics			Enl. Supv.	Maint Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
h. Powertrain system													
1. Poor	--	--	--	--	--	--	--	11	--	--	--	--	9
2. Fair	--	--	--	--	--	--	--	35	--	--	--	--	27
3. Good	--	--	--	--	--	--	--	35	--	--	--	--	18
4. Very good	--	--	--	--	--	--	--	12	--	--	--	--	27
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	5	--	--	--	--	9
(N)								(66)					(11)
1. Poor	--	--	--	--	--	--	--	5	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	22	--	--	--	--	39
3. Good	--	--	--	--	--	--	--	33	--	--	--	--	39
4. Very good	--	--	--	--	--	--	--	22	--	--	--	--	11
5. Excellent	--	--	--	--	--	--	--	8	--	--	--	--	6
6. No requirement	--	--	--	--	--	--	--	10	--	--	--	--	6
(N)								(60)					(18)
i. Instrument systems													
1. Poor	--	--	--	--	--	--	--	37	--	--	--	--	18
2. Fair	--	--	--	--	--	--	--	28	--	--	--	--	45
3. Good	--	--	--	--	--	--	--	14	--	--	--	--	9
4. Very good	--	--	--	--	--	--	--	8	--	--	--	--	9
5. Excellent	--	--	--	--	--	--	--	2	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	12	--	--	--	--	18
(N)								(65)					(11)
1. Poor	--	--	--	--	--	--	--	30	--	--	--	--	17
2. Fair	--	--	--	--	--	--	--	32	--	--	--	--	22
3. Good	--	--	--	--	--	--	--	12	--	--	--	--	33
4. Very good	--	--	--	--	--	--	--	3	--	--	--	--	11
5. Excellent	--	--	--	--	--	--	--	5	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	18	--	--	--	--	17
(N)								(60)					(18)
j. Electrical systems													
1. Poor	--	--	--	--	--	--	--	46	--	--	--	--	36
2. Fair	--	--	--	--	--	--	--	22	--	--	--	--	16
3. Good	--	--	--	--	--	--	--	5	--	--	--	--	0
4. Very good	--	--	--	--	--	--	--	11	--	--	--	--	9
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	14	--	--	--	--	9
(N)								(65)					(11)
1. Poor	--	--	--	--	--	--	--	33	--	--	--	--	28
2. Fair	--	--	--	--	--	--	--	25	--	--	--	--	17
3. Good	--	--	--	--	--	--	--	17	--	--	--	--	33
4. Very good	--	--	--	--	--	--	--	7	--	--	--	--	0
5. Excellent	--	--	--	--	--	--	--	5	--	--	--	--	6
6. No requirement	--	--	--	--	--	--	--	13	--	--	--	--	17
(N)								(60)					(18)
k. Armament--AGM-22 (55-11) system													
1. Poor	--	--	--	--	--	--	--	12	--	--	--	--	9
2. Fair	--	--	--	--	--	--	--	2	--	--	--	--	0
3. Good	--	--	--	--	--	--	--	6	--	--	--	--	0
4. Very good	--	--	--	--	--	--	--	0	--	--	--	--	9
5. Excellent	--	--	--	--	--	--	--	2	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	78	--	--	--	--	73
(N)								(65)					(11)
1. Poor	--	--	--	--	--	--	--	7	--	--	--	--	17
2. Fair	--	--	--	--	--	--	--	2	--	--	--	--	17
3. Good	--	--	--	--	--	--	--	3	--	--	--	--	0
4. Very good	--	--	--	--	--	--	--	2	--	--	--	--	6
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	83	--	--	--	--	61
(N)								(60)					(18)

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
1. Armament--machine gun systems													
1. Poor	--	--	--	--	--	--	--	25	--	--	--	--	18
2. Fair	--	--	--	--	--	--	--	12	--	--	--	--	18
3. Good	--	--	--	--	--	--	--	17	--	--	--	--	0
4. Very good	--	--	--	--	--	--	--	8	--	--	--	--	0
5. Excellent	--	--	--	--	--	--	--	5	--	--	--	--	18
6. No requirement	--	--	--	--	--	--	--	34	--	--	--	--	45
(N)								(65)					(111)
1. Poor	--	--	--	--	--	--	--	3	--	--	--	--	11
2. Fair	--	--	--	--	--	--	--	3	--	--	--	--	11
3. Good	--	--	--	--	--	--	--	3	--	--	--	--	6
4. Very good	--	--	--	--	--	--	--	3	--	--	--	--	11
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	83	--	--	--	--	61
(N)								(60)					(119)
m. Armament--grenade launcher system													
1. Poor	--	--	--	--	--	--	--	25	--	--	--	--	18
2. Fair	--	--	--	--	--	--	--	11	--	--	--	--	18
3. Good	--	--	--	--	--	--	--	9	--	--	--	--	0
4. Very good	--	--	--	--	--	--	--	3	--	--	--	--	9
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	49	--	--	--	--	45
(N)								(65)					(111)
1. Poor	--	--	--	--	--	--	--	5	--	--	--	--	11
2. Fair	--	--	--	--	--	--	--	3	--	--	--	--	17
3. Good	--	--	--	--	--	--	--	3	--	--	--	--	0
4. Very good	--	--	--	--	--	--	--	0	--	--	--	--	11
5. Excellent	--	--	--	--	--	--	--	2	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	87	--	--	--	--	61
(N)								(60)					(118)
n. Armament--rocket systems													
1. Poor	--	--	--	--	--	--	--	23	--	--	--	--	18
2. Fair	--	--	--	--	--	--	--	11	--	--	--	--	18
3. Good	--	--	--	--	--	--	--	11	--	--	--	--	0
4. Very good	--	--	--	--	--	--	--	5	--	--	--	--	9
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	9
6. No requirement	--	--	--	--	--	--	--	47	--	--	--	--	45
(N)								(64)					(111)
1. Poor	--	--	--	--	--	--	--	5	--	--	--	--	11
2. Fair	--	--	--	--	--	--	--	3	--	--	--	--	17
3. Good	--	--	--	--	--	--	--	5	--	--	--	--	0
4. Very good	--	--	--	--	--	--	--	0	--	--	--	--	11
5. Excellent	--	--	--	--	--	--	--	3	--	--	--	--	0
6. No requirement	--	--	--	--	--	--	--	83	--	--	--	--	61
(N)								(60)					(118)
18. Indicate how often the average 67N20 in your unit asks for help when performing other maintenance tasks, not troubleshooting, on the aircraft or armament systems listed.													
a. Engine and related systems													
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	12	--	--	--	--	16	--
3. Sometimes	--	--	--	--	--	--	29	--	--	--	--	20	--
4. Frequently	--	--	--	--	--	--	31	--	--	--	--	33	--
5. Very frequently	--	--	--	--	--	--	12	--	--	--	--	12	--
6. Not performed	--	--	--	--	--	--	16	--	--	--	--	18	--
(N)								(129)					(49)
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	13	--	--	--	--	12	--
3. Sometimes	--	--	--	--	--	--	34	--	--	--	--	30	--
4. Frequently	--	--	--	--	--	--	32	--	--	--	--	30	--
5. Very frequently	--	--	--	--	--	--	12	--	--	--	--	10	--
6. Not performed	--	--	--	--	--	--	9	--	--	--	--	18	--
(N)								(117)					(77)

Questionnaire Item	Organizational Personnel									DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.		
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-				
b. Utility systems															
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--		
2. Rarely	--	--	--	--	--	--	10	--	--	--	--	12	--		
3. Sometimes	--	--	--	--	--	--	46	--	--	--	--	41	--		
4. Frequently	--	--	--	--	--	--	26	--	--	--	--	29	--		
5. Very frequently	--	--	--	--	--	--	9	--	--	--	--	10	--		
6. Not performed	--	--	--	--	--	--	9	--	--	--	--	8	--		
(N)							(129)					(49)			
1. Never	--	--	--	--	--	--	2	--	--	--	--	0	--		
2. Rarely	--	--	--	--	--	--	17	--	--	--	--	13	--		
3. Sometimes	--	--	--	--	--	--	41	--	--	--	--	45	--		
4. Frequently	--	--	--	--	--	--	25	--	--	--	--	30	--		
5. Very frequently	--	--	--	--	--	--	10	--	--	--	--	8	--		
6. Not performed	--	--	--	--	--	--	4	--	--	--	--	4	--		
(N)							(116)					(77)			
c. Flight controls system															
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--		
2. Rarely	--	--	--	--	--	--	9	--	--	--	--	10	--		
3. Sometimes	--	--	--	--	--	--	41	--	--	--	--	47	--		
4. Frequently	--	--	--	--	--	--	30	--	--	--	--	31	--		
5. Very frequently	--	--	--	--	--	--	18	--	--	--	--	10	--		
6. Not performed	--	--	--	--	--	--	2	--	--	--	--	2	--		
(N)							(129)					(49)			
1. Never	--	--	--	--	--	--	2	--	--	--	--	0	--		
2. Rarely	--	--	--	--	--	--	15	--	--	--	--	18	--		
3. Sometimes	--	--	--	--	--	--	44	--	--	--	--	44	--		
4. Frequently	--	--	--	--	--	--	26	--	--	--	--	22	--		
5. Very frequently	--	--	--	--	--	--	9	--	--	--	--	16	--		
6. Not performed	--	--	--	--	--	--	3	--	--	--	--	0	--		
(N)							(117)					(77)			
d. Main rotor system															
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--		
2. Rarely	--	--	--	--	--	--	17	--	--	--	--	12	--		
3. Sometimes	--	--	--	--	--	--	39	--	--	--	--	45	--		
4. Frequently	--	--	--	--	--	--	26	--	--	--	--	24	--		
5. Very frequently	--	--	--	--	--	--	17	--	--	--	--	16	--		
6. Not performed	--	--	--	--	--	--	1	--	--	--	--	2	--		
(N)							(129)					(49)			
1. Never	--	--	--	--	--	--	3	--	--	--	--	0	--		
2. Rarely	--	--	--	--	--	--	17	--	--	--	--	22	--		
3. Sometimes	--	--	--	--	--	--	34	--	--	--	--	42	--		
4. Frequently	--	--	--	--	--	--	33	--	--	--	--	18	--		
5. Very frequently	--	--	--	--	--	--	9	--	--	--	--	17	--		
6. Not performed	--	--	--	--	--	--	3	--	--	--	--	1	--		
(N)							(116)					(77)			
e. Tail rotor system															
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--		
2. Rarely	--	--	--	--	--	--	19	--	--	--	--	14	--		
3. Sometimes	--	--	--	--	--	--	40	--	--	--	--	43	--		
4. Frequently	--	--	--	--	--	--	23	--	--	--	--	24	--		
5. Very frequently	--	--	--	--	--	--	18	--	--	--	--	16	--		
6. Not performed	--	--	--	--	--	--	1	--	--	--	--	2	--		
(N)							(129)					(49)			
1. Never	--	--	--	--	--	--	2	--	--	--	--	0	--		
2. Rarely	--	--	--	--	--	--	18	--	--	--	--	21	--		
3. Sometimes	--	--	--	--	--	--	40	--	--	--	--	43	--		
4. Frequently	--	--	--	--	--	--	28	--	--	--	--	17	--		
5. Very frequently	--	--	--	--	--	--	9	--	--	--	--	18	--		
6. Not performed	--	--	--	--	--	--	3	--	--	--	--	1	--		
(N)							(116)					(77)			

Questionnaire Item	Organizational Personnel									DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint. Off	Shop Mechanics			Enl Supv	Maint. Off		
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-				
f. Airframe system															
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--	--	
2. Rarely	--	--	--	--	--	--	14	--	--	--	--	16	--	--	
3. Sometimes	--	--	--	--	--	--	40	--	--	--	--	45	--	--	
4. Frequently	--	--	--	--	--	--	23	--	--	--	--	12	--	--	
5. Very frequently	--	--	--	--	--	--	14	--	--	--	--	10	--	--	
6. Not performed	--	--	--	--	--	--	9	--	--	--	--	16	--	--	
(N)							(129)					(49)			
1. Never	--	--	--	--	--	--	2	--	--	--	--	0	--	--	
2. Rarely	--	--	--	--	--	--	16	--	--	--	--	17	--	--	
3. Sometimes	--	--	--	--	--	--	41	--	--	--	--	35	--	--	
4. Frequently	--	--	--	--	--	--	26	--	--	--	--	23	--	--	
5. Very frequently	--	--	--	--	--	--	9	--	--	--	--	17	--	--	
6. Not performed	--	--	--	--	--	--	7	--	--	--	--	8	--	--	
(N)							(116)					(77)			
g. Hydraulic system(s)															
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--	--	
2. Rarely	--	--	--	--	--	--	9	--	--	--	--	2	--	--	
3. Sometimes	--	--	--	--	--	--	36	--	--	--	--	31	--	--	
4. Frequently	--	--	--	--	--	--	29	--	--	--	--	27	--	--	
5. Very frequently	--	--	--	--	--	--	22	--	--	--	--	22	--	--	
6. Not performed	--	--	--	--	--	--	4	--	--	--	--	18	--	--	
(N)							(129)					(49)			
1. Never	--	--	--	--	--	--	1	--	--	--	--	1	--	--	
2. Rarely	--	--	--	--	--	--	12	--	--	--	--	13	--	--	
3. Sometimes	--	--	--	--	--	--	40	--	--	--	--	38	--	--	
4. Frequently	--	--	--	--	--	--	30	--	--	--	--	22	--	--	
5. Very frequently	--	--	--	--	--	--	12	--	--	--	--	17	--	--	
6. Not performed	--	--	--	--	--	--	5	--	--	--	--	9	--	--	
(N)							(117)					(77)			
h. Powertrain system															
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--	--	
2. Rarely	--	--	--	--	--	--	9	--	--	--	--	4	--	--	
3. Sometimes	--	--	--	--	--	--	40	--	--	--	--	45	--	--	
4. Frequently	--	--	--	--	--	--	29	--	--	--	--	22	--	--	
5. Very frequently	--	--	--	--	--	--	16	--	--	--	--	16	--	--	
6. Not performed	--	--	--	--	--	--	7	--	--	--	--	12	--	--	
(N)							(129)					(49)			
1. Never	--	--	--	--	--	--	2	--	--	--	--	1	--	--	
2. Rarely	--	--	--	--	--	--	11	--	--	--	--	12	--	--	
3. Sometimes	--	--	--	--	--	--	44	--	--	--	--	39	--	--	
4. Frequently	--	--	--	--	--	--	26	--	--	--	--	18	--	--	
5. Very frequently	--	--	--	--	--	--	11	--	--	--	--	14	--	--	
6. Not performed	--	--	--	--	--	--	5	--	--	--	--	16	--	--	
(N)							(117)					(77)			
i. Instrument systems															
1. Never	--	--	--	--	--	--	1	--	--	--	--	0	--	--	
2. Rarely	--	--	--	--	--	--	9	--	--	--	--	2	--	--	
3. Sometimes	--	--	--	--	--	--	34	--	--	--	--	20	--	--	
4. Frequently	--	--	--	--	--	--	26	--	--	--	--	20	--	--	
5. Very frequently	--	--	--	--	--	--	16	--	--	--	--	20	--	--	
6. Not performed	--	--	--	--	--	--	14	--	--	--	--	37	--	--	
(N)							(129)					(49)			
1. Never	--	--	--	--	--	--	3	--	--	--	--	3	--	--	
2. Rarely	--	--	--	--	--	--	17	--	--	--	--	9	--	--	
3. Sometimes	--	--	--	--	--	--	26	--	--	--	--	26	--	--	
4. Frequently	--	--	--	--	--	--	22	--	--	--	--	18	--	--	
5. Very frequently	--	--	--	--	--	--	18	--	--	--	--	19	--	--	
6. Not performed	--	--	--	--	--	--	14	--	--	--	--	25	--	--	
(N)							(117)					(77)			

Questionnaire Item	Organizational Personnel							DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+			
j. Electrical systems														
1. Never	--	--	--	--	--	--	0	--	--	--	--	0	--	--
2. Rarely	--	--	--	--	--	--	7	--	--	--	--	6	--	--
3. Sometimes	--	--	--	--	--	--	22	--	--	--	--	16	--	--
4. Frequently	--	--	--	--	--	--	26	--	--	--	--	14	--	--
5. Very frequently	--	--	--	--	--	--	24	--	--	--	--	24	--	--
6. Not performed	--	--	--	--	--	--	21	--	--	--	--	39	--	--
(N)							(129)					(49)		
1. Never	--	--	--	--	--	--	1	--	--	--	--	0	--	--
2. Rarely	--	--	--	--	--	--	10	--	--	--	--	9	--	--
3. Sometimes	--	--	--	--	--	--	24	--	--	--	--	29	--	--
4. Frequently	--	--	--	--	--	--	22	--	--	--	--	13	--	--
5. Very frequently	--	--	--	--	--	--	22	--	--	--	--	25	--	--
6. Not performed	--	--	--	--	--	--	21	--	--	--	--	24	--	--
(N)							(116)					(76)		
k. Armament--AGM-22 (SS-11) system														
1. Never	--	--	--	--	--	--	2	--	--	--	--	0	--	--
2. Rarely	--	--	--	--	--	--	2	--	--	--	--	2	--	--
3. Sometimes	--	--	--	--	--	--	5	--	--	--	--	4	--	--
4. Frequently	--	--	--	--	--	--	4	--	--	--	--	0	--	--
5. Very frequently	--	--	--	--	--	--	3	--	--	--	--	8	--	--
6. Not performed	--	--	--	--	--	--	84	--	--	--	--	85	--	--
(N)							(128)					(48)		
1. Never	--	--	--	--	--	--	1	--	--	--	--	3	--	--
2. Rarely	--	--	--	--	--	--	3	--	--	--	--	0	--	--
3. Sometimes	--	--	--	--	--	--	3	--	--	--	--	3	--	--
4. Frequently	--	--	--	--	--	--	3	--	--	--	--	1	--	--
5. Very frequently	--	--	--	--	--	--	2	--	--	--	--	3	--	--
6. Not performed	--	--	--	--	--	--	98	--	--	--	--	91	--	--
(N)							(116)					(77)		
l. Armament--machine gun systems														
1. Never	--	--	--	--	--	--	4	--	--	--	--	0	--	--
2. Rarely	--	--	--	--	--	--	8	--	--	--	--	2	--	--
3. Sometimes	--	--	--	--	--	--	10	--	--	--	--	6	--	--
4. Frequently	--	--	--	--	--	--	9	--	--	--	--	0	--	--
5. Very frequently	--	--	--	--	--	--	4	--	--	--	--	8	--	--
6. Not performed	--	--	--	--	--	--	65	--	--	--	--	83	--	--
(N)							(127)					(48)		
1. Never	--	--	--	--	--	--	1	--	--	--	--	3	--	--
2. Rarely	--	--	--	--	--	--	3	--	--	--	--	0	--	--
3. Sometimes	--	--	--	--	--	--	7	--	--	--	--	3	--	--
4. Frequently	--	--	--	--	--	--	4	--	--	--	--	1	--	--
5. Very frequently	--	--	--	--	--	--	4	--	--	--	--	4	--	--
6. Not performed	--	--	--	--	--	--	90	--	--	--	--	90	--	--
(N)							(115)					(77)		
m. Armament--grenade launcher system														
1. Never	--	--	--	--	--	--	5	--	--	--	--	0	--	--
2. Rarely	--	--	--	--	--	--	5	--	--	--	--	2	--	--
3. Sometimes	--	--	--	--	--	--	9	--	--	--	--	6	--	--
4. Frequently	--	--	--	--	--	--	9	--	--	--	--	0	--	--
5. Very frequently	--	--	--	--	--	--	4	--	--	--	--	8	--	--
6. Not performed	--	--	--	--	--	--	70	--	--	--	--	83	--	--
(N)							(128)					(48)		
1. Never	--	--	--	--	--	--	1	--	--	--	--	3	--	--
2. Rarely	--	--	--	--	--	--	3	--	--	--	--	0	--	--
3. Sometimes	--	--	--	--	--	--	3	--	--	--	--	3	--	--
4. Frequently	--	--	--	--	--	--	3	--	--	--	--	1	--	--
5. Very frequently	--	--	--	--	--	--	3	--	--	--	--	4	--	--
6. Not performed	--	--	--	--	--	--	86	--	--	--	--	89	--	--
(N)							(116)					(76)		

Questionnaire Item	Organizational Personnel							DS and GS Personnel					
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
n. Armament--rocket systems													
1. Never	--	--	--	--	--	--	5	--	--	--	--	0	--
2. Rarely	--	--	--	--	--	--	5	--	--	--	--	2	--
3. Sometimes	--	--	--	--	--	--	9	--	--	--	--	6	--
4. Frequently	--	--	--	--	--	--	9	--	--	--	--	0	--
5. Very frequently	--	--	--	--	--	--	4	--	--	--	--	8	--
6. Not performed	--	--	--	--	--	--	70	--	--	--	--	83	--
(N)							(128)					(48)	
1. Never	--	--	--	--	--	--	1	--	--	--	--	3	--
2. Rarely	--	--	--	--	--	--	3	--	--	--	--	0	--
3. Sometimes	--	--	--	--	--	--	6	--	--	--	--	3	--
4. Frequently	--	--	--	--	--	--	3	--	--	--	--	1	--
5. Very frequently	--	--	--	--	--	--	6	--	--	--	--	4	--
6. Not performed	--	--	--	--	--	--	80	--	--	--	--	89	--
(N)							(116)					(76)	

General Personnel Matters

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
1. Rate your overall job satisfaction.	5	5	5	2	4	3	--	--	0	3	11	--	--
1. Very dissatisfied	16	9	9	16	3	5	--	--	0	17	11	--	--
2. Rather dissatisfied	51	61	55	52	53	48	--	--	72	49	47	--	--
3. Fairly satisfied	28	25	32	30	40	44	--	--	28	31	32	--	--
4. Very satisfied	(109)	(191)	(66)	(50)	(179)	(104)			(18)	(35)	(19)		
(N)													
1. Very dissatisfied	6	2	12	9	4	2	--	--	0	0	12	--	--
2. Rather dissatisfied	14	11	11	10	13	14	--	--	13	27	15	--	--
3. Fairly satisfied	61	63	51	56	47	53	--	--	38	53	46	--	--
4. Very satisfied	19	24	26	26	36	31	--	--	50	20	27	--	--
(N)	(100)	(46)	(57)	(81)	(47)	(87)			(8)	(15)	(26)		
2. Do you plan to reenlist when your present tour of duty is finished?													
1. Definitely yes	2	2	0	2	1	4	37	--	0	3	0	49	--
2. Probably yes	1	1	3	4	1	11	18	--	6	9	0	12	--
3. Probably no	13	9	18	12	17	9	8	--	6	11	16	8	--
4. Definitely no	69	76	62	62	66	60	21	--	78	66	63	18	--
5. Undecided	16	13	17	20	15	17	16	--	11	11	21	12	--
(N)	(108)	(190)	(66)	(50)	(179)	(104)	(130)		(18)	(35)	(19)	(49)	
1. Definitely yes	2	0	7	1	8	3	42	--	25	7	12	44	--
2. Probably yes	4	2	2	2	4	6	20	--	0	0	8	22	--
3. Probably no	11	7	16	14	5	7	10	--	0	7	12	7	--
4. Definitely no	62	74	56	67	52	64	18	--	63	67	58	14	--
5. Undecided	21	17	19	16	21	20	10	--	13	20	12	12	--
(N)	(100)	(46)	(57)	(81)	(48)	(87)	(123)		(8)	(15)	(26)	(81)	
3. What influence has your present assignment had on your reenlistment plans?													
1. Strongly positive favoring reenlistment	3	2	3	4	3	10	--	--	0	6	0	--	--
2. Strongly negative against reenlistment	35	32	37	20	31	34	--	--	22	29	26	--	--
3. Weakly positive favoring reenlistment	5	6	3	10	6	6	--	--	6	6	0	--	--
4. Weakly negative against reenlistment	12	7	15	14	10	8	--	--	6	9	26	--	--
5. No influence	46	52	42	52	50	42	--	--	67	50	47	--	--
(N)	(107)	(182)	(65)	(50)	(175)	(100)			(18)	(34)	(19)		
1. Strongly positive favoring reenlistment	9	0	2	5	4	6	--	--	13	0	4	--	--
2. Strongly negative against reenlistment	33	31	49	31	30	39	--	--	38	47	54	--	--
3. Weakly positive favoring reenlistment	7	5	4	3	11	7	--	--	38	20	4	--	--
4. Weakly negative against reenlistment	10	10	9	8	6	13	--	--	0	13	12	--	--
5. No influence	41	55	37	53	49	36	--	--	13	20	27	--	--
(N)	(98)	(42)	(57)	(77)	(47)	(87)			(8)	(15)	(26)		
4. Do you plan to pursue aircraft maintenance as a career after leaving the service?													
1. Definitely yes	10	20	20	18	19	25	--	--	17	20	47	--	--
2. Probably yes	30	23	33	32	24	26	--	--	17	37	26	--	--
3. Probably no	14	13	14	6	15	8	--	--	22	6	0	--	--
4. Definitely no	11	12	5	8	7	9	--	--	17	3	0	--	--
5. Undecided	35	33	29	36	35	32	--	--	28	34	26	--	--
(N)	(109)	(190)	(66)	(50)	(178)	(103)			(18)	(35)	(19)		
1. Definitely yes	21	13	26	11	23	23	--	--	13	40	31	--	--
2. Probably yes	28	33	26	28	31	24	--	--	13	27	35	--	--
3. Probably no	8	11	11	15	10	9	--	--	38	7	12	--	--
4. Definitely no	11	11	7	9	13	11	--	--	0	0	0	--	--
5. Undecided	32	33	30	37	23	32	--	--	38	27	23	--	--
(N)	(100)	(46)	(57)	(81)	(48)	(87)			(8)	(15)	(26)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
5. Considering all your duties and assignments since becoming a 67N20 mechanic or crew chief, do you feel you have been properly utilized as far as your MOS is concerned?														
1. Always	14	18	14	18	18	13	--	--	11	14	5	--	--	
2. Most of the time	56	61	64	58	65	62	--	--	33	37	53	--	--	
3. Some of the time	19	18	20	20	13	23	--	--	39	43	37	--	--	
4. Seldom	6	3	3	2	3	2	--	--	17	3	5	--	--	
5. Never	4	0	0	2	1	0	--	--	0	3	0	--	--	
(N)	(108)	(191)	(66)	(50)	(179)	(104)			(18)	(35)	(19)			
1. Always	12	13	13	21	15	24	--	--	25	20	15	--	--	
2. Most of the time	50	43	59	53	58	51	--	--	50	33	62	--	--	
3. Some of the time	29	33	23	14	23	20	--	--	13	33	23	--	--	
4. Seldom	7	7	5	10	4	5	--	--	13	13	0	--	--	
5. Never	2	4	0	2	0	1	--	--	0	0	0	--	--	
(N)	(100)	(46)	(56)	(81)	(48)	(87)			(8)	(15)	(26)			
6. Do you feel that you have been properly utilized in your present assignment? (Do you feel that the 67N20's in your unit are properly utilized in their MOS?)														
1. Always	10	14	12	24	22	24	12	--	6	12	11	12	--	
2. Most of the time	54	60	57	62	59	53	70	--	33	47	42	53	--	
3. Some of the time	26	20	25	12	15	19	14	--	39	26	26	27	--	
4. Seldom	7	5	5	2	3	4	5	--	17	15	11	8	--	
5. Never	2	1	2	0	1	0	0	--	6	0	11	0	--	
(N)	(107)	(183)	(65)	(50)	(176)	(100)	(130)		(18)	(34)	(19)	(49)		
1. Always	8	16	9	12	23	13	14	--	25	13	0	8	--	
2. Most of the time	54	56	49	60	57	59	50	--	38	40	31	32	--	
3. Some of the time	22	16	30	26	17	21	19	--	38	20	23	29	--	
4. Seldom	12	9	9	3	2	3	13	--	0	20	42	28	--	
5. Never	4	2	4	0	0	5	3	--	0	7	4	3	--	
(N)	(99)	(43)	(57)	(77)	(47)	(87)	(116)		(8)	(15)	(26)	(78)		
7. Do you feel that your present assignment (your unit) takes full advantage of your UH-1 maintenance capabilities (the capabilities of the 67N20's assigned to the unit)?														
1. Always	36	42	30	50	44	43	32	--	28	23	5	39	--	
2. Nearly always	42	42	58	36	39	42	42	--	33	49	58	31	--	
3. About one-half the time	17	14	12	12	13	13	22	--	39	29	26	31	--	
4. Seldom	3	2	0	2	5	2	2	--	0	0	11	0	--	
5. Never	2	0	0	0	0	0	2	--	0	0	0	0	--	
(N)	(109)	(191)	(66)	(50)	(179)	(104)	(130)		(18)	(35)	(19)	(49)		
1. Always	20	24	18	30	33	32	32	--	50	33	4	29	--	
2. Nearly always	44	39	32	40	46	34	32	--	25	20	19	25	--	
3. About one-half the time	28	20	33	26	19	25	21	--	13	27	35	29	--	
4. Seldom	7	11	18	5	2	7	8	--	13	13	35	11	--	
5. Never	1	7	0	0	0	1	7	--	0	7	8	6	--	
(N)	(100)	(46)	(57)	(81)	(48)	(87)	(117)		(8)	(15)	(26)	(80)		
8. Compared with what you expected your job as a 67N20 to be like when you finished your Army Service School UH-1 maintenance course, how is it, now that you actually are a 67N20 mechanic?														
1. Much better	25	29	32	30	32	33	--	--	33	28	31	--	--	
2. Better	32	37	25	46	30	32	--	--	33	41	31	--	--	
3. About the same	30	28	28	17	25	27	--	--	7	16	31	--	--	
4. Worse	9	5	7	4	13	9	--	--	27	13	8	--	--	
5. Much worse	4	1	8	2	1	0	--	--	0	3	0	--	--	
(N)	(100)	(171)	(60)	(46)	(164)	(92)			(15)	(32)	(13)			
1. Much better	26	35	25	29	32	37	--	--	20	23	25	--	--	
2. Better	32	20	42	41	34	29	--	--	60	38	31	--	--	
3. About the same	28	28	17	18	20	21	--	--	20	38	19	--	--	
4. Worse	12	15	8	9	14	9	--	--	0	0	13	--	--	
5. Much worse	2	3	8	3	0	4	--	--	0	0	13	--	--	
(N)	(90)	(40)	(36)	(76)	(44)	(70)			(5)	(13)	(16)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv.	Maint Off.	Shop Mechanics			Enl Supv.	Maint Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
9. What are your feelings about the job responsibility given you in your present assignment?													
1. Far too much responsibility	2	2	6	2	7	4	--	--	0	3	5	--	--
2. Too much responsibility	6	12	3	22	16	8	--	--	6	8	16	--	--
3. The right amount of responsibility	81	79	72	70	71	77	--	--	72	59	63	--	--
4. Too little responsibility	11	7	16	6	6	10	--	--	11	26	11	--	--
5. Far too little responsibility	0	1	3	0	0	1	--	--	11	6	5	--	--
(N)	(107)	(184)	(64)	(50)	(173)	(100)			(18)	(34)	(19)		
1. Far too much responsibility	2	0	5	5	4	2	--	--	0	0	4	--	--
2. Too much responsibility	13	7	11	8	13	7	--	--	0	0	0	--	--
3. The right amount of responsibility	62	70	54	75	77	71	--	--	88	73	58	--	--
4. Too little responsibility	19	16	23	12	6	13	--	--	13	27	31	--	--
5. Far too little responsibility	4	7	7	0	0	7	--	--	0	0	8	--	--
(N)	(99)	(43)	(57)	(77)	(47)	(87)			(8)	(15)	(26)		
10. What are your feelings about the job responsibility given the UH-1 shop mechanics in your unit?													
1. Far too much responsibility	--	--	--	--	--	--	5	3	--	--	--	0	0
2. Too much responsibility	--	--	--	--	--	--	17	5	--	--	--	12	0
3. The right amount of responsibility	--	--	--	--	--	--	62	86	--	--	--	65	99
4. Too little responsibility	--	--	--	--	--	--	15	6	--	--	--	18	0
5. Far too little responsibility	--	--	--	--	--	--	2	0	--	--	--	4	0
(N)							(130)	(63)				(49)	(11)
1. Far too much responsibility	--	--	--	--	--	--	1	0	--	--	--	0	5
2. Too much responsibility	--	--	--	--	--	--	8	8	--	--	--	8	0
3. The right amount of responsibility	--	--	--	--	--	--	64	77	--	--	--	47	81
4. Too little responsibility	--	--	--	--	--	--	21	15	--	--	--	34	10
5. Far too little responsibility	--	--	--	--	--	--	7	0	--	--	--	11	5
(N)							(117)	(60)				(76)	(21)
11. What are your feelings about the job responsibility given the UH-1 crew chiefs in your unit?													
1. Far too much responsibility	--	--	--	--	--	--	2	3	--	--	--	2	0
2. Too much responsibility	--	--	--	--	--	--	7	12	--	--	--	6	10
3. The right amount of responsibility	--	--	--	--	--	--	43	47	--	--	--	56	90
4. Too little responsibility	--	--	--	--	--	--	28	24	--	--	--	29	0
5. Far too little responsibility	--	--	--	--	--	--	20	14	--	--	--	6	0
(N)							(129)	(66)				(48)	(10)
1. Far too much responsibility	--	--	--	--	--	--	1	0	--	--	--	2	0
2. Too much responsibility	--	--	--	--	--	--	5	13	--	--	--	5	0
3. The right amount of responsibility	--	--	--	--	--	--	64	65	--	--	--	44	75
4. Too little responsibility	--	--	--	--	--	--	23	21	--	--	--	38	19
5. Far too little responsibility	--	--	--	--	--	--	7	2	--	--	--	11	6
(N)							(118)	(63)				(63)	(16)
12. Do you (the 67N20's in your unit) have a clear idea of what is expected of you (them) as a UH-1 mechanic or crew chief?													
1. Yes, very clear	59	65	63	62	68	72	45	18	61	68	58	35	27
2. Yes, fairly clear	37	29	31	34	28	28	42	51	33	29	32	55	73
3. No, rather unclear	4	4	3	4	3	0	8	18	6	3	5	10	0
4. No, very unclear	0	2	3	0	1	0	4	12	0	0	5	0	0
(N)	(107)	(184)	(65)	(50)	(176)	(100)	(130)	(65)	(18)	(34)	(19)	(49)	(11)
1. Yes, very clear	48	53	56	53	60	70	53	43	75	43	44	32	20
2. Yes, fairly clear	42	44	33	45	38	28	36	49	25	43	44	51	55
3. No, rather unclear	8	2	9	1	2	2	8	7	0	7	8	14	20
4. No, very unclear	1	0	2	0	0	0	3	2	0	7	4	3	5
(N)	(99)	(43)	(57)	(77)	(47)	(87)	(118)	(61)	(8)	(14)	(25)	(77)	(20)
13. Are you presently on published flight orders?													
1. Yes	5	12	30	88	88	88	--	--	0	9	11	--	--
2. No	95	88	70	12	12	13	--	--	99	91	89	--	--
(N)	(107)	(186)	(66)	(50)	(177)	(104)			(18)	(34)	(19)		
1. Yes	3	4	4	10	33	48	--	--	0	7	0	--	--
2. No	97	96	96	90	67	52	--	--	99	93	99	--	--
(N)	(98)	(46)	(57)	(81)	(48)	(87)			(8)	(15)	(25)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
14. How do you rate your unit's policy in regard to promotions?														
1. Poor	27	34	29	30	27	28	--	--	28	24	42	--	--	
2. Fair	36	28	32	34	33	31	--	--	33	24	32	--	--	
3. Good	25	24	28	22	22	24	--	--	22	26	5	--	--	
4. Very good	8	11	5	10	12	14	--	--	11	15	21	--	--	
5. Excellent	4	3	6	4	6	3	--	--	6	12	0	--	--	
(N)	(107)	(184)	(65)	(50)	(175)	(100)			(18)	(34)	(19)			
1. Poor	48	58	47	43	34	36	--	--	13	20	40	--	--	
2. Fair	23	16	28	31	32	22	--	--	38	27	48	--	--	
3. Good	21	16	19	21	19	28	--	--	25	47	8	--	--	
4. Very good	5	5	2	1	11	13	--	--	25	0	4	--	--	
5. Excellent	2	5	4	4	4	2	--	--	0	7	0	--	--	
(N)	(99)	(43)	(57)	(77)	(47)	(87)			(8)	(15)	(25)			
15. Which of the following persons do you consider to be your immediate supervisor?														
1. Maintenance Officer	14	11	10	10	9	11	--	--	6	15	11	--	--	
2. Aircraft Maintenance Technician	0	2	2	2	1	2	--	--	0	6	0	--	--	
3. Helicopter Technical Inspector	8	7	6	14	10	9	--	--	0	0	6	--	--	
4. Senior Helicopter Mechanic	18	12	16	2	2	1	--	--	11	3	11	--	--	
5. Platoon Sergeant	18	26	25	59	64	68	--	--	22	33	17	--	--	
6. Rotary Wing Section Chief	5	2	3	6	2	4	--	--	33	30	39	--	--	
7. Aircraft Repair Supervisor	4	6	6	2	1	1	--	--	0	3	6	--	--	
8. Shop Foreman	15	23	19	2	6	1	--	--	11	3	11	--	--	
9. Crew Chief	6	2	3	0	3	1	--	--	0	3	0	--	--	
10. Other	12	8	10	2	2	2	--	--	17	3	0	--	--	
(N)	(105)	(179)	(63)	(49)	(171)	(101)			(18)	(33)	(18)			
1. Maintenance Officer	12	13	14	13	15	12	--	--	0	13	8	--	--	
2. Aircraft Maintenance Technician	1	0	2	1	2	1	--	--	0	0	0	--	--	
3. Helicopter Technical Inspector	12	4	9	4	4	11	--	--	0	0	8	--	--	
4. Senior Helicopter Mechanic	16	4	4	3	11	2	--	--	25	0	8	--	--	
5. Platoon Sergeant	40	42	53	50	38	50	--	--	38	33	35	--	--	
6. Rotary Wing Section Chief	3	13	7	9	13	18	--	--	25	27	12	--	--	
7. Aircraft Repair Supervisor	2	11	2	4	9	2	--	--	0	0	4	--	--	
8. Shop Foreman	1	0	7	1	4	0	--	--	13	7	15	--	--	
9. Crew Chief	6	0	0	4	0	1	--	--	0	0	4	--	--	
10. Other	7	11	4	11	4	2	--	--	0	20	8	--	--	
(N)	(95)	(45)	(57)	(76)	(47)	(84)			(8)	(15)	(26)			
16. Is your immediate supervisor the only one from whom you usually receive assignment of maintenance duties?														
1. Yes	36	37	45	44	39	46	--	--	50	47	58	--	--	
2. No	64	63	55	56	61	54	--	--	50	53	42	--	--	
(N)	(107)	(184)	(65)	(50)	(176)	(102)			(18)	(34)	(19)			
1. Yes	55	60	51	57	47	49	--	--	63	67	36	--	--	
2. No	45	46	49	43	53	51	--	--	38	33	64	--	--	
(N)	(98)	(45)	(57)	(79)	(47)	(87)			(8)	(15)	(25)			
17. Estimate the frequency with which the following maintenance situations occur.														
a. Time lost because supervisor is not available														
1. Never	21	10	18	14	13	9	--	--	17	13	22	--	--	
2. Rarely	52	52	55	40	44	37	--	--	44	66	33	--	--	
3. Sometimes	20	33	20	38	31	37	--	--	33	16	39	--	--	
4. Usually	5	4	2	6	10	17	--	--	6	6	0	--	--	
5. Always	2	2	5	2	3	0	--	--	0	0	6	--	--	
(N)	(105)	(184)	(65)	(50)	(177)	(102)			(18)	(32)	(18)			
1. Never	12	15	16	12	9	12	--	--	25	33	12	--	--	
2. Rarely	49	54	47	41	45	52	--	--	50	40	52	--	--	
3. Sometimes	27	22	28	41	32	23	--	--	25	27	28	--	--	
4. Usually	8	9	7	5	11	9	--	--	0	0	8	--	--	
5. Always	4	0	2	1	4	3	--	--	0	0	0	--	--	
(N)	(98)	(46)	(57)	(78)	(47)	(86)			(8)	(15)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
b. Errors caused by lack of supervision													
1. Never	16	10	12	20	11	8	--	--	22	9	17	--	--
2. Rarely	54	55	55	47	53	47	--	--	61	66	56	--	--
3. Sometimes	27	30	26	27	26	29	--	--	11	19	28	--	--
4. Usually	2	3	3	4	7	15	--	--	6	3	0	--	--
5. Always	1	2	3	2	3	1	--	--	0	3	0	--	--
(N)	(105)	(184)	(65)	(49)	(177)	(102)			(18)	(32)	(18)		
1. Never	7	11	25	5	13	10	--	--	13	27	16	--	--
2. Rarely	60	57	46	64	45	64	--	--	63	60	52	--	--
3. Sometimes	23	30	25	29	34	19	--	--	25	13	28	--	--
4. Usually	7	2	4	1	6	5	--	--	0	0	4	--	--
5. Always	3	0	2	0	2	2	--	--	0	0	0	--	--
(N)	(97)	(46)	(57)	(78)	(47)	(86)			(8)	(15)	(25)		
c. Errors caused by faulty supervision													
1. Never	27	11	18	22	16	9	--	--	39	13	22	--	--
2. Rarely	55	58	54	57	47	50	--	--	39	63	50	--	--
3. Sometimes	13	25	18	16	27	30	--	--	17	19	27	--	--
4. Usually	4	4	6	2	7	9	--	--	6	6	6	--	--
5. Always	1	1	3	2	3	2	--	--	0	0	0	--	--
(N)	(105)	(183)	(65)	(49)	(177)	(102)			(18)	(32)	(18)		
1. Never	23	24	18	19	15	14	--	--	38	33	16	--	--
2. Rarely	59	54	63	68	53	56	--	--	50	53	60	--	--
3. Sometimes	13	20	16	9	26	21	--	--	0	13	16	--	--
4. Usually	3	2	2	4	2	5	--	--	13	0	8	--	--
5. Always	2	0	2	0	4	4	--	--	0	0	0	--	--
(N)	(97)	(46)	(57)	(78)	(47)	(85)			(8)	(15)	(25)		
d. Time lost because technical inspector is not available.													
1. Never	11	9	12	22	7	5	--	--	6	9	17	--	--
2. Rarely	41	28	34	20	27	25	--	--	39	41	17	--	--
3. Sometimes	35	43	32	40	41	49	--	--	33	38	39	--	--
4. Usually	11	16	11	14	21	16	--	--	17	6	22	--	--
5. Always	1	4	11	4	5	5	--	--	6	6	6	--	--
(N)	(105)	(183)	(65)	(50)	(177)	(102)			(18)	(32)	(18)		
1. Never	8	4	5	5	6	9	--	--	25	20	8	--	--
2. Rarely	26	17	21	23	28	24	--	--	25	47	52	--	--
3. Sometimes	28	43	43	36	36	30	--	--	38	27	36	--	--
4. Usually	29	20	23	28	26	27	--	--	13	7	4	--	--
5. Always	8	15	7	8	4	9	--	--	0	0	0	--	--
(N)	(96)	(46)	(56)	(78)	(47)	(86)			(8)	(15)	(25)		
e. Errors caused by faulty technical inspection													
1. Never	26	17	15	22	16	10	--	--	6	13	11	--	--
2. Rarely	59	52	60	48	44	46	--	--	72	50	50	--	--
3. Sometimes	13	26	20	24	32	35	--	--	17	34	39	--	--
4. Usually	1	3	0	2	5	7	--	--	6	3	0	--	--
5. Always	1	2	5	4	3	2	--	--	0	0	0	--	--
(N)	(104)	(184)	(65)	(50)	(177)	(102)			(18)	(32)	(18)		
1. Never	30	27	21	24	36	22	--	--	38	33	32	--	--
2. Rarely	46	60	58	56	55	55	--	--	50	60	44	--	--
3. Sometimes	16	9	16	14	6	17	--	--	13	7	16	--	--
4. Usually	7	2	4	3	2	0	--	--	0	0	4	--	--
5. Always	1	2	2	3	0	6	--	--	0	0	4	--	--
(N)	(94)	(45)	(57)	(78)	(47)	(86)			(8)	(15)	(25)		

Questionnaire Item	Organizational Personnel							DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint. Off.	Shop Mechanics			Enl. Supv.	Maint. Off.	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
18. Estimate the frequency with which the following maintenance situations occur.														
a. Time lost because men did not seek assistance of supervisor														
1. Never	--	--	--	--	--	--	1	--	--	--	--	4	--	--
2. Rarely	--	--	--	--	--	--	33	--	--	--	--	16	--	--
3. Sometimes	--	--	--	--	--	--	47	--	--	--	--	51	--	--
4. Frequently	--	--	--	--	--	--	13	--	--	--	--	22	--	--
5. Very frequently	--	--	--	--	--	--	6	--	--	--	--	6	--	--
(N)							(130)					(49)		
1. Never	--	--	--	--	--	--	3	--	--	--	--	0	--	--
2. Rarely	--	--	--	--	--	--	36	--	--	--	--	33	--	--
3. Sometimes	--	--	--	--	--	--	41	--	--	--	--	41	--	--
4. Frequently	--	--	--	--	--	--	15	--	--	--	--	20	--	--
5. Very frequently	--	--	--	--	--	--	4	--	--	--	--	6	--	--
(N)							(116)					(80)		
b. Time lost because supervisor is not available														
1. Never	--	--	--	--	--	--	20	--	--	--	--	10	--	--
2. Rarely	--	--	--	--	--	--	46	--	--	--	--	39	--	--
3. Sometimes	--	--	--	--	--	--	23	--	--	--	--	31	--	--
4. Frequently	--	--	--	--	--	--	7	--	--	--	--	18	--	--
5. Very frequently	--	--	--	--	--	--	4	--	--	--	--	2	--	--
(N)							(130)					(49)		
1. Never	--	--	--	--	--	--	13	--	--	--	--	13	--	--
2. Rarely	--	--	--	--	--	--	54	--	--	--	--	51	--	--
3. Sometimes	--	--	--	--	--	--	22	--	--	--	--	23	--	--
4. Frequently	--	--	--	--	--	--	7	--	--	--	--	9	--	--
5. Very frequently	--	--	--	--	--	--	3	--	--	--	--	5	--	--
(N)							(116)					(79)		
c. Errors caused because men did not seek assistance of supervisor														
1. Never	--	--	--	--	--	--	2	--	--	--	--	0	--	--
2. Rarely	--	--	--	--	--	--	26	--	--	--	--	16	--	--
3. Sometimes	--	--	--	--	--	--	50	--	--	--	--	47	--	--
4. Frequently	--	--	--	--	--	--	16	--	--	--	--	33	--	--
5. Very frequently	--	--	--	--	--	--	6	--	--	--	--	4	--	--
(N)							(129)					(49)		
1. Never	--	--	--	--	--	--	3	--	--	--	--	3	--	--
2. Rarely	--	--	--	--	--	--	35	--	--	--	--	33	--	--
3. Sometimes	--	--	--	--	--	--	47	--	--	--	--	40	--	--
4. Frequently	--	--	--	--	--	--	11	--	--	--	--	21	--	--
5. Very frequently	--	--	--	--	--	--	3	--	--	--	--	4	--	--
(N)							(116)					(80)		
d. Errors caused by lack of supervision														
1. Never	--	--	--	--	--	--	11	--	--	--	--	6	--	--
2. Rarely	--	--	--	--	--	--	45	--	--	--	--	22	--	--
3. Sometimes	--	--	--	--	--	--	33	--	--	--	--	39	--	--
4. Frequently	--	--	--	--	--	--	5	--	--	--	--	27	--	--
5. Very frequently	--	--	--	--	--	--	6	--	--	--	--	6	--	--
(N)							(130)					(49)		
1. Never	--	--	--	--	--	--	13	--	--	--	--	8	--	--
2. Rarely	--	--	--	--	--	--	48	--	--	--	--	41	--	--
3. Sometimes	--	--	--	--	--	--	28	--	--	--	--	33	--	--
4. Frequently	--	--	--	--	--	--	8	--	--	--	--	15	--	--
5. Very frequently	--	--	--	--	--	--	3	--	--	--	--	4	--	--
(N)							(116)					(80)		

Questionnaire Item	Organizational Personnel							DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
e. Errors caused by faulty supervision														
1. Never	--	--	--	--	--	--	16	--	--	--	--	8	--	
2. Rarely	--	--	--	--	--	--	56	--	--	--	--	55	--	
3. Sometimes	--	--	--	--	--	--	16	--	--	--	--	22	--	
4. Frequently	--	--	--	--	--	--	4	--	--	--	--	8	--	
5. Very frequently	--	--	--	--	--	--	8	--	--	--	--	6	--	
(N)							(130)					(49)		
1. Never	--	--	--	--	--	--	21	--	--	--	--	16	--	
2. Rarely	--	--	--	--	--	--	58	--	--	--	--	52	--	
3. Sometimes	--	--	--	--	--	--	16	--	--	--	--	23	--	
4. Frequently	--	--	--	--	--	--	3	--	--	--	--	6	--	
5. Very frequently	--	--	--	--	--	--	2	--	--	--	--	3	--	
(N)							(116)					(79)		
f. Time lost because men did not seek assistance of the technical inspector														
1. Never	--	--	--	--	--	--	6	--	--	--	--	6	--	
2. Rarely	--	--	--	--	--	--	36	--	--	--	--	14	--	
3. Sometimes	--	--	--	--	--	--	40	--	--	--	--	51	--	
4. Frequently	--	--	--	--	--	--	13	--	--	--	--	27	--	
5. Very frequently	--	--	--	--	--	--	5	--	--	--	--	2	--	
(N)							(129)					(49)		
1. Never	--	--	--	--	--	--	9	--	--	--	--	6	--	
2. Rarely	--	--	--	--	--	--	43	--	--	--	--	35	--	
3. Sometimes	--	--	--	--	--	--	34	--	--	--	--	35	--	
4. Frequently	--	--	--	--	--	--	10	--	--	--	--	19	--	
5. Very frequently	--	--	--	--	--	--	3	--	--	--	--	5	--	
(N)							(116)					(80)		
g. Errors caused because men did not seek assistance of technical inspector														
1. Never	--	--	--	--	--	--	5	--	--	--	--	6	--	
2. Rarely	--	--	--	--	--	--	40	--	--	--	--	16	--	
3. Sometimes	--	--	--	--	--	--	40	--	--	--	--	47	--	
4. Frequently	--	--	--	--	--	--	9	--	--	--	--	22	--	
5. Very frequently	--	--	--	--	--	--	5	--	--	--	--	8	--	
(N)							(130)					(49)		
1. Never	--	--	--	--	--	--	11	--	--	--	--	6	--	
2. Rarely	--	--	--	--	--	--	39	--	--	--	--	41	--	
3. Sometimes	--	--	--	--	--	--	41	--	--	--	--	33	--	
4. Frequently	--	--	--	--	--	--	6	--	--	--	--	16	--	
5. Very frequently	--	--	--	--	--	--	3	--	--	--	--	4	--	
(N)							(116)					(80)		
h. Errors caused by faulty technical inspection														
1. Never	--	--	--	--	--	--	17	--	--	--	--	10	--	
2. Rarely	--	--	--	--	--	--	61	--	--	--	--	65	--	
3. Sometimes	--	--	--	--	--	--	17	--	--	--	--	22	--	
4. Frequently	--	--	--	--	--	--	3	--	--	--	--	0	--	
5. Very frequently	--	--	--	--	--	--	2	--	--	--	--	2	--	
(N)							(130)					(49)		
1. Never	--	--	--	--	--	--	27	--	--	--	--	15	--	
2. Rarely	--	--	--	--	--	--	63	--	--	--	--	63	--	
3. Sometimes	--	--	--	--	--	--	9	--	--	--	--	20	--	
4. Frequently	--	--	--	--	--	--	1	--	--	--	--	1	--	
5. Very frequently	--	--	--	--	--	--	1	--	--	--	--	1	--	
(N)							(115)					(80)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
19. How often are your maintenance activities checked by your immediate supervisor? (How often do you check the maintenance activities of the 67N20's you supervise?)														
1. Very infrequently	14	12	25	16	18	14	17	--	28	12	21	15	--	
2. Infrequently	15	24	12	16	23	20	1	--	11	9	21	4	--	
3. Frequently	49	51	46	42	47	48	43	--	44	49	58	50	--	
4. Very frequently	22	13	17	26	13	19	39	--	17	12	0	31	--	
(N)	(107)	(183)	(65)	(50)	(177)	(102)	(109)		(18)	(34)	(19)	(26)		
1. Very infrequently	10	7	19	13	13	17	17	--	29	7	16	17	--	
2. Infrequently	14	7	16	8	11	21	5	--	0	0	20	8	--	
3. Frequently	54	60	51	59	36	45	58	--	43	53	48	45	--	
4. Very frequently	21	27	14	20	40	17	20	--	29	40	16	30	--	
(N)	(98)	(45)	(57)	(79)	(47)	(87)	(83)		(7)	(15)	(25)	(53)		
20. How often are your maintenance activities checked by someone other than your immediate supervisor? Do not include technical inspectors.														
1. Never	7	6	9	2	8	4	--	--	6	6	0	--	--	
2. Very infrequently	17	11	22	22	16	15	--	--	22	15	21	--	--	
3. Infrequently	23	18	22	22	23	31	--	--	17	26	26	--	--	
4. Frequently	44	50	31	42	45	41	--	--	56	35	42	--	--	
5. Very frequently	8	15	17	12	9	9	--	--	0	18	11	--	--	
(N)	(107)	(184)	(65)	(50)	(177)	(102)			(18)	(34)	(19)			
1. Never	4	7	14	8	9	6	--	--	13	7	8	--	--	
2. Very infrequently	11	4	12	22	6	23	--	--	0	13	16	--	--	
3. Infrequently	27	27	26	13	21	15	--	--	25	33	20	--	--	
4. Frequently	46	49	30	52	47	48	--	--	50	40	56	--	--	
5. Very frequently	12	13	18	6	17	8	--	--	13	7	0	--	--	
(N)	(98)	(45)	(57)	(79)	(47)	(87)			(8)	(15)	(25)			
21. Who do you usually go to for assistance in performing your maintenance duties?														
1. Immediate supervisor	41	46	63	42	33	38	--	--	78	59	58	--	--	
2. Another supervisor	6	11	6	10	12	15	--	--	6	3	5	--	--	
3. A more experienced mechanic	44	34	20	36	38	38	--	--	17	29	26	--	--	
4. Other	10	9	11	12	17	9	--	--	0	9	11	--	--	
(N)	(105)	(184)	(64)	(50)	(175)	(102)			(18)	(34)	(19)			
1. Immediate supervisor	42	60	65	54	53	70	--	--	25	67	54	--	--	
2. Another supervisor	4	4	7	3	6	5	--	--	13	7	8	--	--	
3. A more experienced mechanic	49	24	25	38	26	17	--	--	50	20	25	--	--	
4. Other	5	11	4	5	15	8	--	--	13	7	13	--	--	
(N)	(96)	(45)	(57)	(79)	(47)	(86)			(8)	(15)	(24)			
22. If you needed assistance on a maintenance task, would your immediate supervisor be available to assist you?														
1. Never	2	1	5	0	3	4	--	--	0	3	0	--	--	
2. Rarely	6	9	9	4	12	10	--	--	6	3	11	--	--	
3. Sometimes	14	17	15	38	28	29	--	--	11	21	32	--	--	
4. Usually	56	59	52	50	43	47	--	--	50	65	37	--	--	
5. Always	22	13	18	8	14	11	--	--	33	9	21	--	--	
(N)	(107)	(184)	(65)	(50)	(176)	(101)			(18)	(34)	(19)			
1. Never	3	4	2	1	0	1	--	--	0	0	0	--	--	
2. Rarely	6	0	5	3	13	9	--	--	0	7	4	--	--	
3. Sometimes	12	16	32	22	17	24	--	--	13	13	28	--	--	
4. Usually	61	60	47	61	55	51	--	--	50	40	56	--	--	
5. Always	17	20	14	14	15	15	--	--	38	40	12	--	--	
(N)	(98)	(45)	(57)	(79)	(47)	(87)			(8)	(15)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
23. Select the statement that best represents your opinion of the amount of supervision you would usually like to receive.													
1. A great deal less than I presently receive	4	4	5	4	7	6	--	--	0	0	11	--	--
2. A little less than I presently receive	13	14	12	10	12	12	--	--	17	15	21	--	--
3. The amount I presently receive is ideal	62	61	69	49	59	62	--	--	67	68	53	--	--
4. A little more than I presently receive	17	17	11	35	19	17	--	--	17	12	11	--	--
5. A great deal more than I presently receive	4	3	3	2	3	4	--	--	0	6	5	--	--
(N)	(106)	(183)	(65)	(49)	(177)	(102)			(18)	(34)	(19)		
1. A great deal less than I presently receive	5	2	9	4	11	2	--	--	25	0	0	--	--
2. A little less than I presently receive	5	13	16	9	13	23	--	--	13	13	24	--	--
3. The amount I presently receive is ideal	60	70	55	58	62	53	--	--	63	60	56	--	--
4. A little more than I presently receive	28	15	18	23	13	16	--	--	0	27	12	--	--
5. A great deal more than I presently receive	2	0	2	6	2	6	--	--	0	0	8	--	--
(N)	(98)	(46)	(56)	(79)	(47)	(87)			(8)	(15)	(25)		
24. Select the statement that best represents your opinion of the amount of supervision that the average 67N20 in your unit needs.													
1. Very close supervision	--	--	--	--	--	--	9	--	--	--	--	12	--
2. Close supervision	--	--	--	--	--	--	42	--	--	--	--	43	--
3. Some supervision	--	--	--	--	--	--	40	--	--	--	--	61	--
4. Little supervision	--	--	--	--	--	--	9	--	--	--	--	4	--
5. Practically no supervision	--	--	--	--	--	--	0	--	--	--	--	0	--
(N)							(129)					(49)	
1. Very close supervision	--	--	--	--	--	--	9	--	--	--	--	11	--
2. Close supervision	--	--	--	--	--	--	35	--	--	--	--	48	--
3. Some supervision	--	--	--	--	--	--	44	--	--	--	--	26	--
4. Little supervision	--	--	--	--	--	--	9	--	--	--	--	11	--
5. Practically no supervision	--	--	--	--	--	--	3	--	--	--	--	1	--
(N)							(117)					(79)	
25. Rate your immediate supervisor on the characteristics listed.													
a. Willingness to give maintenance assistance													
1. Poor	5	4	9	10	10	7	--	--	6	0	0	--	--
2. Fair	8	14	8	8	10	10	--	--	11	24	21	--	--
3. Good	26	26	22	29	29	27	--	--	17	21	16	--	--
4. Very good	36	30	34	31	28	38	--	--	33	32	42	--	--
5. Excellent	25	27	28	22	24	19	--	--	33	24	21	--	--
(N)	(106)	(183)	(65)	(49)	(177)	(101)			(18)	(34)	(19)		
1. Poor	5	4	2	1	4	10	--	--	0	0	0	--	--
2. Fair	6	4	7	3	9	10	--	--	13	7	8	--	--
3. Good	25	24	26	36	30	24	--	--	38	20	40	--	--
4. Very good	31	36	35	27	32	24	--	--	13	33	36	--	--
5. Excellent	32	31	30	32	26	30	--	--	38	40	16	--	--
(N)	(96)	(45)	(57)	(77)	(47)	(86)			(8)	(15)	(25)		
b. Ability to answer maintenance questions accurately													
1. Poor	2	5	9	0	9	4	--	--	0	3	0	--	--
2. Fair	17	12	6	16	14	18	--	--	6	18	16	--	--
3. Good	26	36	25	27	26	34	--	--	17	24	26	--	--
4. Very good	34	31	45	39	34	29	--	--	44	35	42	--	--
5. Excellent	21	16	15	18	17	16	--	--	33	21	16	--	--
(N)	(106)	(182)	(65)	(49)	(177)	(101)			(18)	(34)	(19)		
1. Poor	7	2	9	0	4	9	--	--	0	7	0	--	--
2. Fair	9	7	16	6	15	23	--	--	13	7	12	--	--
3. Good	26	36	30	34	30	21	--	--	38	40	56	--	--
4. Very good	33	29	23	43	32	29	--	--	38	40	20	--	--
5. Excellent	24	27	23	17	19	17	--	--	13	7	12	--	--
(N)	(96)	(45)	(57)	(77)	(47)	(86)			(8)	(15)	(25)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint Off.	Shop Mechanics			Enl. Supv.	Maint Off.
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-		
c. Scheduling workloads													
1. Poor	9	8	9	12	9	10	--	--	0	12	16	--	--
2. Fair	19	26	13	22	16	15	--	--	6	24	16	--	--
3. Good	40	34	33	24	37	39	--	--	22	21	26	--	--
4. Very good	21	19	38	31	26	29	--	--	39	35	32	--	--
5. Excellent	11	12	8	10	12	8	--	--	33	9	11	--	--
(N)	(105)	(180)	(64)	(49)	(174)	(101)			(18)	(34)	(19)		
1. Poor	7	7	11	5	17	16	--	--	25	0	16	--	--
2. Fair	8	5	14	6	13	21	--	--	25	7	20	--	--
3. Good	39	39	38	43	33	35	--	--	38	40	44	--	--
4. Very good	33	25	18	34	22	13	--	--	0	47	12	--	--
5. Excellent	13	25	20	12	15	14	--	--	13	7	8	--	--
(N)	(96)	(64)	(56)	(77)	(46)	(85)			(8)	(15)	(25)		
d. Giving directions so that they can be easily understood													
1. Poor	4	3	5	6	3	4	--	--	0	3	5	--	--
2. Fair	14	16	15	10	11	13	--	--	11	9	16	--	--
3. Good	35	34	26	29	30	44	--	--	17	35	32	--	--
4. Very good	28	28	37	39	36	23	--	--	50	35	42	--	--
5. Excellent	17	15	17	16	19	17	--	--	22	19	5	--	--
(N)	(105)	(180)	(65)	(49)	(177)	(101)			(18)	(34)	(19)		
1. Poor	2	2	11	0	9	9	--	--	13	0	8	--	--
2. Fair	13	4	4	8	17	13	--	--	0	13	20	--	--
3. Good	31	29	37	39	30	33	--	--	25	33	48	--	--
4. Very good	34	38	30	38	22	25	--	--	38	47	16	--	--
5. Excellent	21	27	19	16	22	20	--	--	25	7	8	--	--
(N)	(95)	(45)	(57)	(77)	(46)	(95)			(8)	(15)	(25)		
e. Being capable of assisting in the performance of maintenance tasks													
1. Poor	4	4	9	6	10	5	--	--	6	3	0	--	--
2. Fair	15	14	9	8	12	11	--	--	6	21	16	--	--
3. Good	27	31	23	29	31	38	--	--	22	29	27	--	--
4. Very good	32	34	38	41	32	30	--	--	39	21	37	--	--
5. Excellent	22	17	20	16	16	17	--	--	28	26	11	--	--
(N)	(106)	(181)	(65)	(49)	(177)	(101)			(18)	(34)	(19)		
1. Poor	4	2	11	0	6	10	--	--	13	7	12	--	--
2. Fair	9	2	9	5	19	16	--	--	13	0	12	--	--
3. Good	30	29	30	31	30	26	--	--	25	33	40	--	--
4. Very good	33	33	30	43	23	28	--	--	25	33	24	--	--
5. Excellent	23	33	21	21	21	20	--	--	25	27	12	--	--
(N)	(96)	(45)	(57)	(77)	(47)	(86)			(8)	(15)	(25)		
f. Assigning work on the basis of the mechanics' ability													
1. Poor	9	4	6	8	8	6	--	--	0	12	16	--	--
2. Fair	11	16	11	12	12	16	--	--	11	12	11	--	--
3. Good	29	36	27	33	40	33	--	--	22	38	21	--	--
4. Very good	32	30	34	37	26	29	--	--	33	15	37	--	--
5. Excellent	18	13	22	10	14	17	--	--	33	24	16	--	--
(N)	(106)	(183)	(64)	(49)	(176)	(101)			(18)	(34)	(19)		
1. Poor	6	0	12	4	4	10	--	--	13	7	12	--	--
2. Fair	9	13	18	5	17	12	--	--	25	13	28	--	--
3. Good	32	24	23	34	36	28	--	--	13	20	28	--	--
4. Very good	36	38	26	48	21	29	--	--	13	53	24	--	--
5. Excellent	16	24	21	9	21	21	--	--	38	7	8	--	--
(N)	(96)	(45)	(57)	(77)	(47)	(86)			(8)	(15)	(25)		

Questionnaire Item	Organizational Personnel						DS and GS Personnel							
	Shop Mechanics			Crew Chiefs			Enl Supv	Maint Off	Shop Mechanics			Enl Supv	Maint Off	
	0-6	6-12	13-	0-6	7-12	13-			0-6	6-12	13-			
g. Knowing where to locate information and equipment not immediately available														
1. Poor	5	4	6	4	5	5	--	--	0	0	0	--	--	--
2. Fair	10	15	9	10	10	10	--	--	6	9	5	--	--	--
3. Good	25	28	22	31	28	39	--	--	33	24	26	--	--	--
4. Very good	35	33	42	37	35	29	--	--	28	38	53	--	--	--
5. Excellent	25	20	22	18	22	18	--	--	33	29	16	--	--	--
(N)	(106)	(183)	(65)	(49)	(176)	(101)			(181)	(34)	(19)			
1. Poor	3	2	5	1	9	12	--	--	0	0	8	--	--	--
2. Fair	10	7	14	5	9	9	--	--	25	7	16	--	--	--
3. Good	30	27	33	34	30	26	--	--	13	33	28	--	--	--
4. Very good	36	38	23	45	32	27	--	--	25	40	44	--	--	--
5. Excellent	20	27	25	14	21	27	--	--	38	20	6	--	--	--
(N)	(96)	(45)	(57)	(77)	(47)	(86)			(81)	(15)	(25)			
h. Giving instruction (OJT)														
1. Poor	12	7	9	8	13	9	--	--	0	6	0	--	--	--
2. Fair	13	24	11	16	14	21	--	--	6	9	21	--	--	--
3. Good	32	32	26	27	30	35	--	--	22	38	42	--	--	--
4. Very good	25	23	45	31	26	21	--	--	44	24	21	--	--	--
5. Excellent	18	14	9	18	18	14	--	--	28	24	16	--	--	--
(N)	(106)	(183)	(65)	(49)	(177)	(100)			(181)	(34)	(19)			
1. Poor	9	6	16	4	11	15	--	--	0	7	16	--	--	--
2. Fair	13	7	18	10	15	16	--	--	38	7	20	--	--	--
3. Good	29	42	37	36	36	26	--	--	13	33	32	--	--	--
4. Very good	31	27	14	36	23	24	--	--	25	47	24	--	--	--
5. Excellent	18	20	16	13	15	19	--	--	25	7	8	--	--	--
(N)	(96)	(45)	(57)	(77)	(47)	(85)			(81)	(15)	(25)			
i. Having a clear idea of what a UH-1 mechanic or crew chief should be capable of doing														
1. Poor	4	7	11	2	9	9	--	--	0	12	11	--	--	--
2. Fair	16	19	9	6	12	11	--	--	6	3	21	--	--	--
3. Good	28	27	25	24	29	33	--	--	22	44	11	--	--	--
4. Very good	24	30	34	45	27	31	--	--	39	18	47	--	--	--
5. Excellent	27	19	22	22	23	17	--	--	33	24	11	--	--	--
(N)	(105)	(183)	(65)	(49)	(177)	(101)			(181)	(34)	(19)			
1. Poor	7	2	14	3	4	14	--	--	13	7	4	--	--	--
2. Fair	9	4	7	17	17	12	--	--	25	7	24	--	--	--
3. Good	30	33	33	32	34	27	--	--	13	27	40	--	--	--
4. Very good	33	31	25	35	23	26	--	--	38	40	24	--	--	--
5. Excellent	20	29	21	19	21	22	--	--	13	20	8	--	--	--
(N)	(96)	(45)	(57)	(77)	(47)	(86)			(81)	(15)	(25)			
j. Willingness to take an interest in his men's personal problems														
1. Poor	19	16	18	12	12	12	--	--	0	18	42	--	--	--
2. Fair	17	24	14	22	16	19	--	--	22	9	0	--	--	--
3. Good	21	23	18	12	21	28	--	--	22	15	11	--	--	--
4. Very good	22	20	26	31	25	21	--	--	28	29	21	--	--	--
5. Excellent	21	17	23	22	26	21	--	--	28	29	26	--	--	--
(N)	(105)	(183)	(65)	(49)	(176)	(101)			(181)	(34)	(19)			
1. Poor	17	4	16	5	13	14	--	--	38	14	16	--	--	--
2. Fair	14	18	11	16	6	21	--	--	0	21	18	--	--	--
3. Good	25	29	28	26	30	24	--	--	25	14	40	--	--	--
4. Very good	21	16	18	34	32	21	--	--	25	14	16	--	--	--
5. Excellent	24	33	28	18	19	20	--	--	13	36	12	--	--	--
(N)	(96)	(45)	(57)	(76)	(47)	(86)			(81)	(14)	(25)			

Questionnaire Item	Organizational Personnel						DS and GS Personnel						
	Shop Mechanics			Crew Chiefs			Enl. Supv.	Maint Off.	Shop Mechanics			Enl. Supv.	Maint Off.
	0-6	6-12	13+	0-6	7-12	13+			0-6	6-12	13+		
26. How do you rate the cooperation between crew chiefs, mechanics, and supervisors in your unit?													
1. Poor	--	--	--	--	--	--	--	7	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	14	--	--	--	--	0
3. Good	--	--	--	--	--	--	--	21	--	--	--	--	17
4. Very good	--	--	--	--	--	--	--	40	--	--	--	--	42
5. Excellent	--	--	--	--	--	--	--	17	--	--	--	--	42
(N)								(70)					(12)
1. Poor	--	--	--	--	--	--	--	1	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	5	--	--	--	--	0
3. Good	--	--	--	--	--	--	--	12	--	--	--	--	19
4. Very good	--	--	--	--	--	--	--	44	--	--	--	--	52
5. Excellent	--	--	--	--	--	--	--	18	--	--	--	--	30
(N)								(79)					(27)
27. How do you rate the cooperation between your unit and your support unit?													
1. Poor	--	--	--	--	--	--	--	4	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	21	--	--	--	--	0
3. Good	--	--	--	--	--	--	--	17	--	--	--	--	58
4. Very good	--	--	--	--	--	--	--	29	--	--	--	--	25
5. Excellent	--	--	--	--	--	--	--	29	--	--	--	--	17
(N)								(70)					(12)
1. Poor	--	--	--	--	--	--	--	5	--	--	--	--	0
2. Fair	--	--	--	--	--	--	--	18	--	--	--	--	4
3. Good	--	--	--	--	--	--	--	27	--	--	--	--	20
4. Very good	--	--	--	--	--	--	--	30	--	--	--	--	60
5. Excellent	--	--	--	--	--	--	--	20	--	--	--	--	16
(N)								(79)					(25)
28. How would you rate the quality of support received from your supporting unit?													
1. Poor	8	12	15	10	15	11	12	17	12	6	5	2	0
2. Fair	27	32	25	36	29	25	26	32	18	29	21	26	8
3. Good	41	35	43	36	41	42	38	18	41	38	47	41	42
4. Very good	23	17	15	10	12	18	16	28	24	21	21	22	42
5. Excellent	2	4	2	8	2	4	9	4	6	6	5	9	8
(N)	(106)	(184)	(165)	(50)	(177)	(102)	(129)	(71)	(17)	(34)	(19)	(46)	(12)
1. Poor	11	7	12	5	4	15	12	14	0	7	9	10	5
2. Fair	21	37	32	33	35	40	26	18	13	7	29	25	9
3. Good	51	37	33	45	48	30	31	32	38	50	33	35	36
4. Very good	15	15	18	16	10	13	21	32	13	21	29	26	36
5. Excellent	2	4	5	1	2	1	10	5	38	14	0	4	14
(N)	(96)	(46)	(57)	(76)	(48)	(84)	(121)	(79)	(8)	(14)	(24)	(80)	(22)

Appendix B

EVALUATION OF SCHOOL INSTRUCTION IN UH-1 MAINTENANCE

This Appendix contains a listing of the major UH-1 aircraft systems and the UH-1 armament system, factors related to the effectiveness of school instruction for each system, and percentage of responses for three categories of emphasis required in school instruction.

The question asked of subjects is reproduced below with factors related to school instruction of the UH-1 Utility Systems. Other systems included were Airframe, Main and Tail Rotor, Hydraulic, Flight Controls, Powertrain, Instrument, Engine and Related Systems, Electrical, and Armament.

Listed below are the various UH-1 systems. You are asked to rate several factors related to the effectiveness of school instruction for each system. Considering school training capabilities and actual field requirements, indicate whether you think more or less emphasis or no change is required in the amount or quality of instruction for each factor. In making your judgments, consider *only* the Army Service School UH-1 maintenance course you completed. Place a check in the space that best represents your opinion for each of the factors listed. Add as many "others" as you want to. Use page 60 for additional space if necessary.

	More Emphasis	Less Emphasis	No Change	
1.				Amount of instruction in theory
2.				Amount of conference instruction (in general)
3.				Amount of P.E. (in general)
4.				Amount of conference instruction in troubleshooting
5.				Amount of P.E. in troubleshooting
6.				Amount of conference instruction in use of tools
7.				Amount of P.E. in use of tools
8.				Quality of instruction in theory
9.				Quality of conference instruction (in general)
10.				Quality of P.E. (in general)
11.				Quality of conference instruction in troubleshooting
12.				Quality of P.E. in troubleshooting
13.				Quality of conference instruction in use of tools
14.				Quality of P.E. in use of tools
15.				Quality of conference examinations
16.				Quality of P.E. examinations

While this question was asked of all 67N20s who had completed a UH-1 maintenance course at Fort Rucker or Fort Eustis, percentage tabulations are shown only for combat (unshaded) and non-combat (shaded) 67N20s with 0-6 months of UH-1 maintenance experience. It was felt that responses from this group, because of recency of training, would more nearly apply to current training than would the responses of more experienced 67N20s. Also, in this appendix, data for shop mechanics at all echelons are combined. Data for crew chiefs represent only organizational crew chiefs. There were 116 shop mechanics represented and 46 crew chiefs.

Utility Systems

1. Amount of instruction in theory	30	22	48	24	11	65
	~~20~~	~~18~~	~~62~~	~~18~~	~~17~~	~~64~~
2. Amount of conference instruction (in general)	19	36	44	18	30	52
	~~30~~	~~19~~	~~51~~	~~14~~	~~28~~	~~58~~
3. Amount of P.E. (in general)	80	4	16	80	4	15
	~~67~~	~~8~~	~~24~~	~~80~~	~~5~~	~~14~~
4. Amount of conference instruction in troubleshooting	56	17	27	65	11	24
	~~42~~	~~14~~	~~24~~	~~55~~	~~9~~	~~36~~
5. Amount of P.E. in troubleshooting	69	11	20	74	4	22
	~~73~~	~~6~~	~~20~~	~~67~~	~~9~~	~~24~~
6. Amount of conference instruction in use of tools	11	36	54	13	26	61
	~~19~~	~~24~~	~~57~~	~~11~~	~~29~~	~~61~~
7. Amount of P.E. in use of tools	21	23	56	35	13	52
	~~32~~	~~20~~	~~47~~	~~28~~	~~20~~	~~53~~
8. Quality of instruction in theory	22	24	54	33	11	56
	~~22~~	~~20~~	~~58~~	~~17~~	~~16~~	~~67~~
9. Quality of conference instruction (in general)	23	25	52	27	18	56
	~~27~~	~~17~~	~~55~~	~~19~~	~~18~~	~~64~~
10. Quality of P.E. (in general)	68	6	26	70	2	27
	~~61~~	~~7~~	~~32~~	~~55~~	~~12~~	~~33~~
11. Quality of conference instruction in troubleshooting	45	13	43	54	17	28
	~~45~~	~~15~~	~~40~~	~~43~~	~~16~~	~~41~~
12. Quality of P.E. in troubleshooting	56	10	34	65	2	33
	~~59~~	~~11~~	~~31~~	~~62~~	~~8~~	~~30~~
13. Quality of conference instruction in use of tools	15	27	58	13	36	51
	~~26~~	~~19~~	~~55~~	~~12~~	~~26~~	~~62~~
14. Quality of P.E. in use of tools	25	21	54	25	13	52
	~~36~~	~~11~~	~~53~~	~~23~~	~~16~~	~~59~~
15. Quality of conference examinations	31	14	55	24	17	59
	~~33~~	~~7~~	~~57~~	~~27~~	~~15~~	~~59~~
16. Quality of P.E. examinations	53	6	41	47	2	51
	~~53~~	~~6~~	~~41~~	~~51~~	~~12~~	~~57~~

Airframe System

1. Amount of instruction in theory	24	17	59	20	20	61
	26	12	62	21	16	63
2. Amount of conference instruction (in general)	21	21	57	20	22	59
	32	16	53	20	15	65
3. Amount of P.E. (in general)	57	7	36	67	7	26
	60	7	33	66	7	27
4. Amount of conference instruction in use of tools	26	24	50	20	20	61
	27	19	54	20	20	60
5. Amount of P.E. in use of tools	30	21	49	52	11	37
	43	11	46	40	9	51
6. Quality of instruction in theory	21	18	62	24	15	61
	34	14	53	24	11	65
7. Quality of conference instruction (in general)	16	19	65	24	13	63
	29	17	54	24	11	65
8. Quality of P.E. (in general)	52	6	41	54	2	43
	49	6	45	44	12	44
9. Quality of conference instruction in use of tools	16	22	62	20	17	63
	27	22	51	19	20	61
10. Quality of P.E. in use of tools	31	16	53	50	7	43
	44	11	46	33	12	55
11. Quality of conference examinations	22	15	63	26	13	61
	33	12	55	27	12	61
12. Quality of P.E. examinations	49	6	46	40	11	49
	47	8	46	47	5	48

Main and Tail Rotor Systems

1. Amount of instruction in theory	42 40	13 10	45 50	47 45	4 6	49 48
2. Amount of conference instruction in rigging	70 53	5 11	25 36	56 64	16 6	29 26
3. Amount of conference instruction (in general)	44 40	13 16	43 44	44 41	9 5	47 54
4. Amount of P.E. in rigging	95 77	1 10	14 14	80 76	7 4	13 20
5. Amount of P.E. (in general)	80 74	4 6	17 19	78 73	4 3	18 24
6. Amount of conference instruction in troubleshooting	53 54	13 15	34 31	60 58	9 4	31 38
7. Amount of P.E. in troubleshooting	69 66	6 7	26 27	73 68	4 4	22 28
8. Amount of conference instruction in use of tools	19 24	20 18	61 59	20 24	24 16	56 61
9. Amount of P.E. in use of tools	32 38	15 10	54 53	40 34	4 8	56 58
10. Quality of instruction in theory	28 32	17 9	55 59	24 39	9 9	67 52
11. Quality of conference instruction in rigging	50 44	7 10	43 47	41 54	9 5	50 41
12. Quality of conference instruction (in general)	34 34	9 15	57 51	27 46	11 4	61 50
13. Quality of P.E. in rigging	73 64	4 5	23 31	64 61	2 3	33 37
14. Quality of P.E. (in general)	66 63	3 3	32 34	60 61	9 4	31 36
15. Quality of conference instruction in troubleshooting	45 39	12 13	44 48	42 51	9 4	49 45
16. Quality of P.E. in troubleshooting	62 56	6 10	31 34	67 62	4 4	29 34
17. Quality of conference instruction in use of tools	16 24	20 16	64 60	20 23	18 16	62 61
18. Quality of P.E. in use of tools	25 39	21 9	54 52	40 34	11 9	49 57
19. Quality of conference examinations	35 37	11 9	55 54	30 37	9 9	61 54
20. Quality of P.E. examinations	55 50	3 5	42 45	53 54	4 7	42 39

Hydraulic System(s)

1. Amount of instruction in theory	25 38	12 14	63 48	36 34	9 8	56 58
2. Amount of conference instruction in rigging	44 49	11 15	46 35	44 50	11 9	44 41
3. Amount of conference instruction (in general)	35 43	12 16	54 41	42 42	9 8	49 50
4. Amount of P.E. in rigging	68 68	4 9	28 24	62 67	4 3	33 30
5. Amount of P.E. (in general)	61 66	8 9	31 26	60 63	4 1	36 36
6. Amount of conference instruction in troubleshooting	43 51	9 13	48 37	58 47	7 11	36 42
7. Amount of P.E. in troubleshooting	63 73	8 5	29 22	67 62	4 5	29 33
8. Amount of conference instruction in use of tools	17 27	24 20	59 53	20 22	20 11	60 67
9. Amount of P.E. in use of tools	27 42	21 11	52 47	36 31	16 9	49 60
10. Quality of instruction in theory	23 30	14 14	63 56	24 29	4 11	71 61
11. Quality of conference instruction in rigging	36 41	10 11	54 48	31 47	7 7	62 46
12. Quality of conference instruction (in general)	30 40	13 11	56 49	29 38	7 9	64 53
13. Quality of P.E. in rigging	65 56	5 6	29 38	58 61	4 3	38 37
14. Quality of P.E. (in general)	53 51	6 10	41 39	53 59	7 3	40 39
15. Quality of conference instruction in troubleshooting	39 41	13 13	47 46	42 33	9 12	49 55
16. Quality of P.E. in troubleshooting	56 53	6 12	38 35	51 49	4 9	44 42
17. Quality of conference instruction in use of tools	15 27	16 18	68 55	16 19	22 15	62 66
18. Quality of P.E. in use of tools	23 38	20 14	57 48	34 35	11 9	55 56
19. Quality of conference examinations	24 40	13 10	63 50	27 31	2 8	71 61
20. Quality of P.E. examinations	43 51	6 8	51 42	47 42	2 9	51 49

Flight Controls System

1. Amount of instruction in theory	36	11	53	35	4	61
	~~36~~	~~13~~	~~51~~	~~32~~	~~9~~	~~58~~
2. Amount of conference instruction in rigging	50	16	33	50	13	37
	~~49~~	~~12~~	~~39~~	~~37~~	~~7~~	~~37~~
3. Amount of conference instruction (in general)	37	16	47	39	7	54
	~~40~~	~~12~~	~~48~~	~~41~~	~~8~~	~~51~~
4. Amount of P.E. in rigging	78	3	19	78	4	17
	~~72~~	~~2~~	~~26~~	~~68~~	~~7~~	~~25~~
5. Amount of P.E. (in general)	71	5	24	78	4	17
	~~68~~	~~4~~	~~28~~	~~61~~	~~7~~	~~33~~
6. Amount of conference instruction in troubleshooting	43	12	45	41	7	52
	~~54~~	~~10~~	~~36~~	~~39~~	~~12~~	~~49~~
7. Amount of P.E. in troubleshooting	64	9	27	59	2	39
	~~75~~	~~4~~	~~20~~	~~62~~	~~5~~	~~33~~
8. Amount of conference instruction in use of tools	17	21	62	24	22	54
	~~30~~	~~13~~	~~57~~	~~27~~	~~13~~	~~60~~
9. Amount of P.E. in use of tools	37	16	47	39	11	50
	~~41~~	~~13~~	~~46~~	~~33~~	~~13~~	~~54~~
10. Quality of instruction in theory	28	14	59	22	15	63
	~~28~~	~~17~~	~~55~~	~~26~~	~~11~~	~~63~~
11. Quality of conference instruction in rigging	43	11	46	46	9	46
	~~47~~	~~10~~	~~44~~	~~41~~	~~8~~	~~51~~
12. Quality of conference instruction (in general)	37	11	52	39	7	54
	~~45~~	~~8~~	~~47~~	~~30~~	~~11~~	~~59~~
13. Quality of P.E. in rigging	70	3	27	65	2	33
	~~65~~	~~6~~	~~29~~	~~64~~	~~5~~	~~30~~
14. Quality of P.E. (in general)	61	3	34	63	2	35
	~~60~~	~~5~~	~~35~~	~~63~~	~~7~~	~~30~~
15. Quality of conference instruction in troubleshooting	41	9	50	39	7	54
	~~44~~	~~11~~	~~46~~	~~39~~	~~8~~	~~53~~
16. Quality of P.E. in troubleshooting	59	6	35	59	4	37
	~~61~~	~~2~~	~~37~~	~~57~~	~~7~~	~~37~~
17. Quality of conference instruction in use of tools	17	22	61	20	18	62
	~~31~~	~~15~~	~~54~~	~~23~~	~~14~~	~~64~~
18. Quality of P.E. in use of tools	31	17	51	36	2	62
	~~40~~	~~10~~	~~50~~	~~29~~	~~13~~	~~58~~
19. Quality of conference examinations	33	13	55	24	9	67
	~~40~~	~~7~~	~~52~~	~~33~~	~~5~~	~~61~~
20. Quality of P.E. examinations	54	5	41	58	4	38
	~~53~~	~~2~~	~~45~~	~~46~~	~~7~~	~~47~~

Powertrain System

1. Amount of instruction in theory	27 42	14 5	59 53	30 26	7 12	63 62
2. Amount of conference instruction (in general)	27 43	14 10	59 47	33 26	11 11	57 63
3. Amount of P.E. (in general)	59 67	10 6	31 27	63 59	4 8	33 33
4. Amount of conference instruction in troubleshooting	45 55	15 7	40 38	37 44	11 8	52 48
5. Amount of P.E. in troubleshooting	63 74	11 4	26 22	57 61	9 7	35 32
6. Amount of conference instruction in use of tools	19 31	24 15	57 54	20 24	22 19	59 57
7. Amount of P.E. in use of tools	38 46	20 9	42 45	38 33	13 15	49 52
8. Quality of instruction in theory	29 43	17 11	54 46	24 28	9 11	67 61
9. Quality of conference instruction (in general)	25 41	18 10	57 49	30 36	4 8	65 56
10. Quality of P.E. (in general)	53 55	6 5	41 39	57 51	2 5	41 44
11. Quality of conference instruction in troubleshooting	36 47	15 9	49 45	30 36	7 12	63 52
12. Quality of P.E. in troubleshooting	54 62	10 9	36 29	44 51	4 9	51 40
13. Quality of conference instruction in use of tools	17 32	21 11	63 57	20 20	17 15	63 65
14. Quality of P.E. in use of tools	34 40	17 5	49 55	28 27	11 11	61 63
15. Quality of conference examinations	25 41	16 8	59 52	24 31	11 9	65 60
16. Quality of P.E. examinations	45 47	12 4	43 48	48 41	4 8	48 51

Instrument Systems

1. Amount of instruction in theory	15 32	16 17	68 51	33 28	11 13	57 59
2. Amount of conference instruction (in general)	19 32	14 18	68 49	37 32	9 9	54 59
3. Amount of P.E. (in general)	41 55	14 14	46 31	61 51	4 7	35 43
4. Amount of conference instruction in troubleshooting	25 49	16 13	59 38	41 40	4 9	54 51
5. Amount of P.E. in troubleshooting	39 64	12 10	50 28	63 49	4 7	33 44
6. Amount of conference instruction in use of tools	12 25	24 17	64 58	17 20	20 15	63 65
7. Amount of P.E. in use of tools	24 34	19 11	57 55	30 29	7 12	63 59
8. Quality of instruction in theory	18 28	13 16	69 56	17 25	9 11	74 64
9. Quality of conference instruction (in general)	19 36	11 13	70 51	20 27	11 9	70 64
10. Quality of P.E. (in general)	35 49	8 10	57 41	54 43	2 4	43 53
11. Quality of conference instruction in troubleshooting	29 38	11 14	59 48	33 33	4 12	63 55
12. Quality of P.E. in troubleshooting	37 51	11 10	52 40	59 46	2 7	39 47
13. Quality of conference instruction in use of tools	11 26	22 11	67 63	20 24	11 13	70 63
14. Quality of P.E. in use of tools	24 31	20 8	56 61	37 29	9 11	54 60
15. Quality of conference examinations	14 34	14 13	72 53	18 37	9 8	73 55
16. Quality of P.E. examinations	30 42	9 11	61 47	42 47	7 7	51 47

Engine and Related Systems

1. Amount of instruction in theory	29 40	15 11	56 49	32 28	11 7	57 66
2. Amount of conference instruction in rigging	31 52	15 11	54 38	43 45	11 5	45 50
3. Amount of conference instruction (in general)	24 41	15 10	61 49	36 37	13 7	51 56
4. Amount of P.E. in rigging	54 69	12 9	34 23	60 60	9 3	31 37
5. Amount of P.E. (in general)	55 70	11 7	34 23	67 60	7 1	26 39
6. Amount of conference instruction in troubleshooting	36 62	17 10	47 28	40 39	11 9	49 52
7. Amount of P.E. in troubleshooting	55 74	15 6	29 19	62 59	4 3	33 39
8. Amount of conference instruction in use of tools	19 37	28 15	54 48	23 19	23 15	55 67
9. Amount of P.E. in use of tools	35 45	21 12	44 43	43 28	14 11	43 61
10. Quality of instruction in theory	29 43	15 10	56 47	27 27	9 7	64 67
11. Quality of conference instruction in rigging	31 44	14 11	54 45	31 34	18 9	51 57
12. Quality of conference instruction (in general)	26 40	16 10	58 51	33 29	11 7	56 64
13. Quality of P.E. in rigging	48 62	10 6	47 31	51 55	7 3	42 42
14. Quality of P.E. (in general)	49 56	8 6	43 38	57 57	5 1	39 41
15. Quality of conference instruction in troubleshooting	36 43	13 12	52 45	38 37	16 8	47 55
16. Quality of P.E. in troubleshooting	51 60	11 6	38 33	49 48	9 4	47 48
17. Quality of conference instruction in use of tools	15 37	24 12	60 52	20 20	20 12	60 68
18. Quality of P.E. in use of tools	31 43	20 11	50 46	42 31	16 7	47 63
19. Quality of conference examinations	20 42	15 10	65 48	29 31	16 5	56 64
20. Quality of P.E. examinations	44 48	11 7	46 46	55 45	7 3	38 52

Electrical Systems

1. Amount of instruction in theory	29 40	17 15	54 45	26 33	13 11	61 57
2. Amount of conference instruction in schematics	31 41	23 15	43 38	39 48	15 8	46 44
3. Amount of conference instruction (in general)	29 44	23 16	48 40	30 44	17 9	52 47
4. Amount of P.E. in use of schematics	47 63	20 9	33 29	48 55	15 8	37 37
5. Amount of P.E. (in general)	47 59	20 9	33 33	46 53	11 9	43 37
6. Amount of conference instruction in troubleshooting	38 53	19 9	43 38	35 52	17 11	48 37
7. Amount of P.E. in troubleshooting	46 62	21 5	34 32	50 61	13 11	37 28
8. Amount of conference instruction in use of tools	16 29	27 9	57 63	26 27	20 17	54 56
9. Amount of P.E. in use of tools	29 39	22 7	49 53	37 35	13 13	50 52
10. Quality of instruction in theory	25 37	20 12	55 51	24 31	13 12	63 57
11. Quality of conference instruction in schematics	33 40	21 12	46 48	33 41	20 11	48 48
12. Quality of conference instruction (in general)	27 35	21 14	52 51	26 35	20 12	54 53
13. Quality of P.E. in use of schematics	50 50	18 9	32 41	48 52	15 8	37 40
14. Quality of P.E. (in general)	46 49	16 12	38 39	48 52	9 8	43 40
15. Quality of conference instruction in troubleshooting	38 45	18 10	44 45	30 36	17 9	52 55
16. Quality of P.E. in troubleshooting	46 57	17 6	38 37	52 47	9 8	39 45
17. Quality of conference instruction in use of tools	16 28	25 12	59 61	22 27	22 19	57 55
18. Quality of P.E. in use of tools	28 39	22 9	50 52	33 35	11 11	57 55
19. Quality of conference examinations	17 34	23 9	60 47	30 36	17 11	57 53
20. Quality of P.E. examinations	36 40	17 7	47 54	41 46	11 8	48 46

Armament Systems

1. Amount of instruction in theory	24 37	17 9	59 55	22 32	4 4	71 66
2. Amount of conference instruction (in general)	32 38	16 11	52 51	31 29	11 5	58 65
3. Amount of P.E. (in general)	47 59	12 9	41 33	51 40	7 4	60 56
4. Amount of conference instruction in troubleshooting	34 51	14 12	51 38	44 37	7 4	69 59
5. Amount of P.E. in troubleshooting	46 62	13 10	41 28	51 41	4 5	64 51
6. Amount of conference instruction in use of tools	18 37	23 13	59 50	22 23	11 8	47 69
7. Amount of P.E. in use of tools	26 47	18 11	56 43	40 29	7 4	53 67
8. Quality of instruction in theory	24 32	15 16	60 52	27 27	9 5	64 68
9. Quality of conference instruction (in general)	23 36	13 12	65 52	42 29	4 5	51 65
10. Quality of P.E. (in general)	42 66	12 12	46 42	51 60	4 4	44 56
11. Quality of conference instruction in troubleshooting	32 39	16 14	52 47	36 31	7 4	58 65
12. Quality of P.E. in troubleshooting	41 50	16 12	44 38	49 37	2 5	69 57
13. Quality of conference instruction in use of tools	21 32	20 12	59 56	27 28	13 9	60 63
14. Quality of P.E. in use of tools	26 39	19 11	58 51	38 32	9 8	53 60
15. Quality of conference examinations	23 38	17 12	59 50	38 23	9 5	53 72
16. Quality of P.E. examinations	37 66	12 10	51 47	47 26	4 3	67 72

Appendix C

RESPONSES OF NONPERFORMING 67N20 PERSONNEL

Table C-1 contains percentage tabulations of responses of nonperforming 67N20s to six questions dealing with training, experience, job satisfaction, and career intentions. (Nonperforming 67N20s are defined as personnel who hold the 67N20 MOS, but who were not performing UH-1 maintenance at the time of the field survey.) Percentage tabulations of responses are given for both combat and non-combat personnel, by the duty assignment reported. The number of respondents in each category is shown in parentheses. The unshaded tabulations represent responses of combat personnel and the shaded tabulations are the non-combat personnel.

To allow comparison of the responses of nonperforming 67N20s with performing 67N20s, percentage tabulations of the performing 67N20s are given in the last column in the table. This latter group comprises all 67N20 mechanics and crew chiefs at all maintenance levels who reported that they were performing maintenance.

Table C-1

Responses of Nonperforming Personnel

Questionnaire Item	Duty Assignment of Nonperforming 67N20s						Performing 67N20s		
	Unrelated to Maintenance	AH 1G/OH 6A				Allied Shops		Maintenance Related	Supervisor/ Tech Insp
		C = 53 ^a NC = 161 ^b	C = 16 NC = 23	C = 21 NC = 77	C = 43 NC = 8				
1. How did you receive your UH-1 maintenance training? Check as many blanks as apply.									
1. Completed 67N20 course at Rucker	65	60	55	64	70	44	66		
2. Completed 67N20 course at Eustis	27	40	40	36	16	24	23		
3. Completed 67A10 course and OJT	6	0	5	3	6	7	6		
4. Started 67N20 course but did not graduate	0	0	0	3	0	0	0		
5. Field training (AMMTAP, NETT, etc.)	2	0	5	5	3	15	9		
6. Another maint. MOS (not 67A10) and UH-1 OJT	6	0	10	8	9	22	5		
7. OJT training only (N) ^c	2 (53)	7 (14)	0 (20)	3 (43)	0 (65)	5 (41)	2 (768)		
2. How many months of UH-1 maintenance experience have you had?									
1. Completed 67N20 course at Rucker	51	60	51	25	47	19	46		
2. Completed 67N20 course at Eustis	31	40	38	50	32	22	37		
3. Completed 67A10 course and OJT	10	10	3	13	5	10	8		
4. Started 67N20 course but did not graduate	1	0	0	0	0	2	0		
5. Field training (AMMTAP, NETT, etc.)	5	20	11	13	5	27	13		
6. Another maint. MOS (not 67A10) and UH-1 OJT	4	10	3	13	9	35	7		
7. OJT training only (N)	7 (158)	0 (23)	5 (71)	0 (8)	8 (83)	13 (63)	4 (468)		
1. 0 months									
2. 1-6 months	28	13	43	16	24	5	0		
3. 7-12 months	38	44	48	30	21	7	23		
4. 13 or more months (N)	22	38	10	33	33	54	53		
	12	6	0	21	21	34	25		
	(50)	(16)	(21)	(42)	(64)	(41)	(771)		
1. 0 months									
2. 1-6 months	43	39	61	13	29	6	0		
3. 7-12 months	19	17	14	0	24	12	40		
4. 13 or more months (N)	19	22	5	25	16	9	23		
	18	22	19	63	31	72	36		
	(160)	(23)	(77)	(8)	(83)	(65)	(467)		

(Continued)

Table C-1 (Continued)

Responses of Nonperforming Personnel

Questionnaire Item	Duty Assignment of Nonperforming 67N20s						Performing 67N20s
	Unrelated to Maintenance	AH 1G/OH 6A	Other Aircraft	Allied Shops	Maintenance Related	Supervisor/ Tech Intp	
	C = 53 ^a NC = 161 ^b	C = 16 NC = 23	C = 21 NC = 77	C = 43 NC = 8	C = 66 NC = 83	C = 43 NC = 63	
3. Rate your overall job satisfaction.							
1. Very dissatisfied	19	6	10	7	15	5	4
2. Rather dissatisfied	17	6	19	5	13	10	9
3. Fairly satisfied	38	44	43	51	54	34	54
4. Very satisfied	26	44	29	37	17	51	33
(N)	(53)	(16)	(21)	(43)	(65)	(41)	(771)
1. Very dissatisfied	27	22	16	25	19	15	6
2. Rather dissatisfied	20	4	12	0	17	17	13
3. Fairly satisfied	34	48	46	50	43	26	55
4. Very satisfied	16	26	26	25	20	40	27
(N)	(157)	(23)	(76)	(8)	(83)	(64)	(467)
4. Considering all your duties and assignments since becoming a 67N20 mechanic or crew chief, do you feel you have been properly utilized as far as your MOS is concerned?							
1. Always	4	0	5	7	4	29	16
2. Most of the time	17	81	20	28	33	49	59
3. Some of the time	26	6	15	26	15	17	20
4. Seldom	21	6	25	23	21	2	4
5. Never	32	6	35	16	26	2	1
(N)	(53)	(16)	(20)	(42)	(65)	(41)	(770)
1. Always	1	17	5	0	4	29	17
2. Most of the time	11	26	17	50	28	38	52
3. Some of the time	15	26	14	38	18	12	23
4. Seldom	17	17	14	13	14	5	6
5. Never	54	13	49	0	36	6	1
(N)	(158)	(23)	(76)	(7)	(83)	(59)	(467)

(Continued)

Table C.1 (Continued)

Responses of Nonperforming Personnel

Questionnaire Item	Duty Assignment of Nonperforming 67N20s						Performing 67N20s
	Unrelated to Maintenance	Other Aircraft		Allied Shops	Maintenance Related	Supervisor/ Tech Insp	
		AH 1G/OH 6A	C = 16 NC = 23				
	C = 53 ^a NC = 161 ^b	C = 21 NC = 77	C = 43 NC = 8	C = 66 NC = 83	C = 43 NC = 63		
5. Do you plan to reenlist when your present tour of duty is finished?							
1. Definitely yes	2	0	0	3	2	2	
2. Probably yes	6	0	5	6	15	3	
3. Probably no	13	19	14	13	17	12	
4. Definitely no	68	75	76	61	44	68	
5. Undecided	11	6	5	17	22	15	
(N)	(53)	(16)	(21)	(65)	(41)	(769)	
1. Definitely yes	1	0	0	4	26	4	
2. Probably yes	2	9	0	5	23	4	
3. Probably no	8	9	14	12	6	11	
4. Definitely no	70	70	52	63	25	63	
5. Undecided	18	13	25	17	20	19	
(N)	(160)	(23)	(77)	(82)	(65)	(468)	
6. Do you plan to pursue aircraft maintenance as a career after leaving the service?							
1. Definitely yes	17	19	10	13	34	19	
2. Probably yes	19	19	24	15	24	27	
3. Probably no	17	25	10	23	7	12	
4. Definitely no	26	13	5	18	7	9	
5. Undecided	21	25	52	30	27	33	
(N)	(53)	(16)	(21)	(64)	(41)	(768)	
1. Definitely yes	12	43	25	10	29	21	
2. Probably yes	19	9	27	22	29	28	
3. Probably no	16	13	12	17	14	11	
4. Definitely no	20	0	8	16	5	9	
5. Undecided	32	35	29	36	20	31	
(N)	(161)	(23)	(77)	(80)	(63)	(468)	

^aTotal number of combat personnel surveyed.^bTotal number of noncombat personnel surveyed.^cNumber responding.

Appendix D

DEVELOPMENT OF UPGRADE JOB DESCRIPTION INVENTORIES (JDIs)

Covered in this Appendix is development of the JDIs, including the underlying rationale, the planning phase, and pretesting of the instrument.

RATIONALE UNDERLYING DEVELOPMENT OF THE JDIs

The importance of developing a system or set of techniques for gathering valid, detailed job description data for aviation maintenance MOSs has been described in the body of the report. Six sources of job description data were cited:

- (1) MOS description as stated in AR 611-201.
- (2) Descriptions from Maintenance Allocation Charts (MAC).
- (3) Detailed job description inventories administered to job incumbents and their supervisors by mail.
- (4) Detailed job description inventories administered to job incumbents and their supervisors by a research team.
- (5) Detailed job description inventories administered to recent job incumbents and supervisors (field returnees) by a research team.
- (6) On-site observation of maintenance activities by a research team.

The following guidelines were used in the development of the JDIs:

- (1) The techniques should be applicable for use in developing JDIs for any aircraft maintenance MOS.
- (2) The techniques should be explicit and capable of use by Army operational training personnel in preparing future JDIs.
- (3) The techniques should be flexible enough to allow for a change in the field operational system and application to new equipment and aircraft maintenance MOSs.
- (4) The completed JDIs should allow for detailed sampling of all maintenance duties performed by the job incumbents. They should include coverage of both authorized and nonauthorized maintenance tasks.
- (5) The completed JDIs should provide information concerning the man's background, training, aircraft maintenance experience, and type of assignment, as well as information concerning the adequacy of working conditions, tools, test equipment, technical manuals, and similar factors bearing on his job. They should also provide general information on the nonmaintenance duties performed.
- (6) The data derived from the JDIs should be in quantifiable form and suitable for automatic data processing procedures that are available to Army operational training personnel. The derived data should assist in the identification of those tasks best studied at the school level of training and those that could be best learned at the unit level.
- (7) The JDIs should be self-administering, inasmuch as one of the methods of administration being evaluated is mailing of the JDIs to job incumbents and their supervisors.
- (8) The time required for completion of JDIs by respondents should not be more than four hours, since many unit commanders cannot afford to free their men for longer periods. In addition, accuracy of responses to JDIs requiring more than four hours to complete would be questionable.

PREPARATION FOR JDI DEVELOPMENT

The following activities were conducted during the initial planning phase of JDI development:

(1) Appropriate TMs bearing on UH-1 maintenance were carefully reviewed by the UPGRADE staff.

(2) A library of more than 250 items of reference material from military and civilian sources was examined.

(3) USAAVNS provided an enlisted instructor for detached duty to the Aviation HRU, to act in the capacity of a subject matter expert for UPGRADE, and assigned an officer as liaison between USAAVNS and HumRRO Division No. 6.

(4) Numerous coordination discussions were held with training personnel at USAAVNS and USATS.

(5) One member of the UPGRADE staff attended the USAAVNS 67A10 and 67N20 courses to familiarize himself with UH-1 maintenance and to identify possible weaknesses in the curricula.

(6) Brown Board data were reexamined to identify areas requiring further investigation and pitfalls to avoid in JDI construction and survey administration.

(7) Survey instruments used in HumRRO research and by other agencies were examined for format and, where appropriate, content.

(8) Coordination visits were made to:

- a. HumRRO Central Office and Divisions 1, 2, 4, and 5.
- b. USAF Personnel Research Laboratory, Lackland Air Force Base, Texas.
- c. USAF Air Training Command, Randolph Air Force Base, Texas.
- d. MOI Data Bank, OPO, Department of the Army, Washington.
- e. U.S. Army Data Support Command (USADATCOM), Washington.

DESCRIPTION OF THE JDIs

Seven JDI's were developed. Table D-1 lists each of these instruments and indicates the group to which it was administered and the method or methods of administration.

Each form was intended for surveying personnel assigned (or recently assigned) to Organizational, Direct and General Support Maintenance units.

Each form (except Form M) was prepared for individuals presently in the job or recently in the job. The A-1, B-1, and S-1 forms were identical to the corresponding forms A, B, and S, except that they related the questions to *past* field assignments rather than to *present* assignments.

With the exception of Form M, which consisted of Sections I and II only, each form contained four sections composed as follows:

Section I. General questions concerning background, maintenance training and experience, and various aspects of the maintenance and nonmaintenance duties performed in present and past duty assignments.

Section II. Questions relating only to the man's present unit. The questions requested information regarding general maintenance duties, working conditions, adequacy and availability of tools, test equipment, technical manuals, and similar factors bearing on the UH-1 mechanic's job.

Section III. A detailed listing of UH-1 maintenance tasks. On the job-incumbent forms (Forms A, A-1, B, and B-1) the individual was asked: (a) to identify those tasks that he had performed, those that he had only assisted someone else in performing, and those that he had neither assisted with nor performed; (b) for those tasks identified as

Table D-1
Methods of Administering
JDI Forms to Various Groups

JDI Form	Group	Method of Administration
Form A	Job Incumbents	Mail On-Site
Form B	Job Incumbents	Mail On-Site
Form A-1	Recent Job Incumbents (Field Returnees)	On-Site
Form B-1	Recent Job Incumbents (Field Returnees)	On-Site
Form S	Supervisors of UH-1 Mechanics	Mail On-Site
Form S-1	Recent Supervisors of UH-1 Mechanics	On-Site
Form M	Maintenance Officers	Mail On-Site

having been performed, the frequency of performance during the last two months and during the past year; (c) how soon after award of the 67N20 duty MOS he first performed the task; and (d) his present proficiency in performing it.

The questions asked of supervisors and technical inspectors (Forms S and S-1) concerned the proficiency (both desired and actual) of the mechanics in performing the tasks, the task difficulty, and the field units' capabilities for training the tasks.

Section IV. A short list of miscellaneous maintenance, or maintenance-related, tasks described in less detail than those of Section III. The section also contained a list of equipment and tools commonly required in UH-1 maintenance. The questions asked in Section IV were similar to those asked in Section III.

As previously mentioned, Form M consisted only of Sections I and II. It was believed that maintenance officers would not have sufficient information to answer the detailed questions in Sections III and IV.

JDI DEVELOPMENT

Development of Sections I and II

The first step in the development of Sections I and II was to prepare a detailed outline of information areas to be considered in JDI development. This outline was to provide guidance in the preparation of the general questions required for the sections. Information for the outline construction was obtained by carefully examining the MOS job description, maintenance allocation charts, appropriate TMs and other military and civilian literature bearing on the subject, other survey instruments, and discussions with subject matter experts. In addition, certain questions of importance in developing job pictures that are independent of MOS were identified.

The items in the questions in Sections I and II that deal with nonmaintenance duties were identified by 76 enlisted subject matter experts at USAAVNS and USATS as being most commonly performed by UH-1 maintenance personnel. They were described in the JDI in very general terms.

Development of Section III.

The listing of maintenance tasks included in Section III was developed in five phases.

Phase 1. From examination of the sources commonly used by USAAVNS and USATA in developing task listings (MOS job description, MOS Handbook, MAC, and the UH-1 Periodic Inspection Guide), 594 maintenance tasks were identified and listed. The UPGRADE staff considered this task list unsuitable for use in the survey for a number of reasons: (a) the UH-1 was dealt with only in terms of assemblies that were too broad to meaningfully attach specific maintenance functions (i.e., action verbs); (b) maintenance functions were too broad and frequently covered several different actions; (c) only authorized maintenance tasks were represented; and (d) the UH-1 armament systems were not included. Since this task list was inadequate, a different approach was considered necessary.

Phase 2. During this phase a task list was developed from the UH-1 aircraft and armament systems. The aircraft was broken into its major assemblies, components, and parts (hereafter referred to as hardware units). For each hardware unit detailed maintenance functions (action verbs) were identified from TMs and UPGRADE subject matter experts. Emphasis was placed on identification of both authorized and nonauthorized tasks, since information was needed about both if a true job picture was to be obtained. This effort resulted in the identification of 1,811 detailed maintenance tasks, 118 miscellaneous maintenance or maintenance-related tasks, and 152 armament systems tasks.

Phase 3. As a check on its completeness and accuracy, the Phase 2 task list was reviewed by 76 enlisted subject matter experts from USAAVNS and USATS. (The nonmaintenance tasks performed by UH-1 mechanics were also identified at this time by this group.) During this process, 1,091 additional maintenance tasks were identified, bringing the maintenance task total to 2,802. Also added were 46 miscellaneous maintenance or maintenance-related tasks (total of 174), and 117 armament systems tasks (total of 269). In the case of the armament systems tasks, the subject matter experts advised that the systems be dealt with as a whole rather than by breaking them down into detailed tasks (e.g., simply referring to maintenance of the M-23 "minigun" system, the M-3 rocket system, etc.). Since the major portion of the maintenance of these systems was performed by ordnance repairmen, it was felt that the UH-1 mechanic would not be able to answer questions concerning detailed tasks because of general unfamiliarity with the systems.

Phase 4. In Phase 4, the tasks were reexamined on the basis of the subject matter experts' additions and comments. Where these experts agreed, hardware units were combined. In addition, the tasks "clean" and "inspect" were removed from the listing, unless they had a specific application for the hardware unit being considered. This was done because it was felt that (in most cases) it would not be possible to identify accurately what actions were taken in the "cleaning" and "inspecting" process.

The 269 detailed armament system tasks were deleted, and the eight general UH-1 armament system tasks were added to the miscellaneous maintenance or maintenance-related task listing. After the Phase 4 changes were made, the listing contained 1,294 maintenance tasks, and 29 miscellaneous maintenance or maintenance-related tasks. Because of the broad description of the 29 maintenance (or maintenance-related) tasks, they were placed in a separate section of the questionnaire, Section IV.

Phase 5. It was decided to prepare Section III in two forms, because of the relatively large population of UH-1 mechanics available for survey and the large number of maintenance tasks represented in the total maintenance tasks list. Half the total 1,294 maintenance tasks were represented in Form A (and A-1), and the remainder in Form B (and B-1); all even-numbered tasks were assigned to Form A, and all odd-numbered tasks to Form B. Inasmuch as each mechanic completed only one of these two forms, this division of the maintenance tasks significantly reduced the time required to complete the entire JDI.

While individual tasks on the two forms differed, all hardware units were represented on both forms. In addition to the odd/even division, 22 tasks from each form were selected to be also included in the other form. Selection was made by random choice from each form of two tasks for each of 11 of the most commonly occurring action verbs. The existence of 44 common tasks on the two forms allowed comparison of responses between those individuals completing Form A and those completing Form B. With the addition of the duplicated tasks, Section III of each form contained a total of 669 maintenance tasks.

In the case of supervisors' JDIs, no such division was made, and Section III of Forms S and S-1 contained the entire 1,294 maintenance tasks. The decision to have only one form for supervisors was made because the population of supervisors available for survey was considerably less than for job incumbents.

Development of Section IV

Section IV consisted of (a) UH-1 armament system general maintenance tasks, (b) 21 miscellaneous maintenance or maintenance-related tasks, and (c) 40 items on tools and equipment related to the UH-1. The tool and equipment items were identified by the subject matter experts from USAAVNS and USATS. The questions asked in Section IV were similar to those asked in Section III.

PRETESTING THE JDIs

Forms A and B were administered to a total of 44 67N20s (22 for each form) from Fort Benning, Fort Eustis, and Fort Rucker. To obtain a measure of the time required to complete each page of the form, the subjects were requested to record the time at the bottom of each page. It was found that no questions required an excessive amount of time to complete. The mean time to complete Form A of the entire JDI was 134 minutes, with a standard deviation of 38 minutes, and a range from 65 to 259 minutes. For Form B, the mean time was 143 minutes, standard deviation of 29 minutes, and a range from 93 to 188 minutes. The time requirement for completion of the JDI was considered to be acceptable for field administration.

Following the pretest administration, each subject was given an individual in-depth interview, in which each item on the JDI was examined for clarity and for accuracy of response. As a result of these interviews, Forms A and B were revised. Forms A-1 and B-1 were not pretested because of the close similarity to corresponding Forms A and B.

Form S was pretested, using the same techniques as for Forms A and B, on a sample of 10 supervisors at Fort Rucker. Form S-1 was not pretested. Because of the shortness of Form M, a review by subject matter experts at USAAVNS and USATS was considered sufficient and no pretesting was performed.

Final copies of all JDIs were reviewed by USAAVNS, USATS, and CONARC.

Appendix E

SELECTION OF UH-1 MAINTENANCE PERSONNEL SURVEYED DURING THE UPGRADE I FIELD SURVEY

The JDIs were administered worldwide to job incumbents and their supervisors by one of two methods, either by mail or by on-site administration by a research team. Where the JDIs were administered on-site, military units rather than individuals were selected as representative of the unit population distribution. Some of the remaining personnel, after the on-site units were selected, were eliminated from the mail sample for reasons that would make them unavailable for survey. All remaining individuals were included in the mail sample. Table E-1 represents, by area and method of administration, the various subgroups included in the survey, with job incumbents who received either Form A or Form B of the JDI constituting separate subgroups.

Table E-1

Subgroups of the UPGRADE I Field Survey

Form	Vietnam		Germany		CONUS		Other Overseas		Field Returnees
	Mail	On-site	Mail	On-site	Mail	On-site	Mail	On-site	
A	X	X	X		X	X	X		
B	X	X	X		X	X	X		
S	X	X	X		X	X	X		
M	X	X	X		X	X	X		
A-1									X
B-1									X
S-1									X

The sampling procedures described in this Appendix had to provide an adequate number of subjects for each of these 27 subgroups from the worldwide population.

The U.S. Army Data Support Command (USDATCOM) supplied two data files, from which rosters showing the worldwide distribution of all UH-1 maintenance personnel were prepared. One set of rosters was current to September 1967, the other set to March 1968. Two data files were needed because the Germany survey was not scheduled to begin until the last quarter of FY 1968. By the time this sample was needed, many individuals included on the September rosters would have been released from active duty, and unit locations and strengths would have changed. The basic procedures for selecting job incumbents and their supervisors were established, using the data current to September 1967, and these procedures were used to select later samples, using the March 1968 updated information. Field returnees were not selected from the USDATCOM information (the procedures used to select this sample are described at the end of this Appendix).

In September 1967, the U.S. Army contained 668 military units having 11,655 67N20s and 4,462 supervisors (MOSs 67N40, 67R40, 67W20, and 67Z40). Many of these individuals were eliminated from survey consideration for one or more of the following reasons:

- (1) They were were intransit-in or intransit-out.
- (2) They were on temporary assignments to replacement centers or medical holding detachments.
- (3) They were assigned to other miscellaneous units that could not be identified.
- (4) They had an ETS earlier than the dates of the survey.
- (5) In the case of overseas assignments, they had a "date eligible for return from overseas" (DEROS) earlier than the dates of the survey, or had an unknown DEROS.

After such individuals were eliminated, the worldwide population contained 5,490 "available" 67N20s and 1,601 available enlisted supervisors. Table E-2 shows the distribution of available persons among the major world areas. Table E-3 shows the approximate number of these 67N20s, enlisted supervisors, and maintenance officers surveyed at each world location by on-site and mail administration.¹

Table E-2

**Numbers of UH-1 Maintenance Personnel
Available for Survey in the Major World Areas**

Area	67N20s	Enlisted Supervisors
CONUS	2,367	743
Germany	351	234
Vietnam	2,654	557
All Other Overseas Locations	118	67

Table E-3

**Approximate Numbers of UH-1 Maintenance Personnel Surveyed, by
Each Method, by Geographic Location**

Location	Administration by Mail			Administration by Research Team		
	67N20	Enl. Sup.	M. O.	67N20	Enl. Sup.	M. O.
CONUS	1,725	600	140	535	145	30
Germany	270	215	55	0	0	0
Vietnam	1,585	395	130	800	160	25
Other Overseas	120	70	25	0	0	0

¹ Since most units have only one maintenance officer, this group was not sampled. The maintenance officer of every unit included in the on-site and mail sample was included in the survey.

The total survey included nearly 100% of all available UH-1 maintenance personnel. The large sample size was necessary because analyses were to be performed on the 27 major subgroups shown in Table E-1. In addition, further subgroupings of subjects within any area/method combination could be constructed based upon the level of maintenance performed by the units, and the large number of individuals included in the total survey ensured adequate representation in such subgroups.

In developing suitable techniques, a comparison was to be made between data gathered by mail and by the research team. Control over returned questionnaires was extremely good for the on-site administration. Similar control over mail questionnaires was not possible because some USDATCOM information was inaccurate and/or out of date, and because of changes in individual and unit location between the receipt of the USDATCOM rosters and mailing the JDIs. The numbers of returned questionnaires would be further reduced because individuals had been killed or injured, or because they had lost the forms, been reassigned to another unit, or were otherwise inaccessible for survey. Thus, to obtain sufficient data for comparison with the on-site returns it was necessary to include a large number of individuals in the mail sample.

Finally, it was known that, because of Vietnam, many CONUS units and individuals were being deployed. Since deployment would greatly reduce the number of returns from this area, it seemed advisable to include all available persons in the CONUS mail survey in order to ensure some usable returns.

SELECTION OF PERSONNEL ADMINISTERED ON-SITE BY THE JDI RESEARCH TEAM

Rather than identifying specific individuals to be surveyed by the research team, representative military units were selected, and the research plan called for surveying, in most instances, all UH-1 maintenance personnel in those units. In these samples, individuals were eliminated as unavailable for survey only if they were intransit, in replacement centers or medical holding detachments, or assigned to unidentifiable units. Individuals were not eliminated because of FTS or DEROS before the dates of the survey. It was assumed that replacements for these individuals would be available when the research team arrived at the unit. Thus, the procedures were based upon the population less the unacceptable units, and not the figures in Table E-2. Table E-2 is a *post hoc* representation of the total numbers scheduled for the on-site survey plus all remaining individuals defined as available.

Representative units rather than individuals were selected because the number of locations and units the research team could visit was limited. Obviously, it was not feasible to spend time and funds to travel to locations where only one or two UH-1 maintenance persons were available to survey. The rosters developed from the USDATCOM files provided the needed information about unit strength, type, and location. The following factors were considered in selecting the units to be visited: military mission of the unit, unit location and geographical environment, number of UH-1 maintenance personnel assigned to the unit, number of UH-1 aircraft assigned to the unit, and location of higher echelon maintenance supporting unit.

VIETNAM SELECTION

In September 1967, there were 190 military units in Vietnam to which UH-1 maintenance personnel were assigned. The research team was scheduled to survey personnel in 24 of these units, chosen on the basis of the unit factors, at seven different

locations. Administration of the JDI was begun in January 1968. However, during the survey period, the enemy launched a major offensive (Tet), and, because of the tactical situation, the survey team was asked to leave the country.

The research team returned to Vietnam to complete the survey in the summer of 1968. Because of the long time period between the two surveys, a new sample of units was drawn, reflecting any major changes in population distribution. One of the originally scheduled locations was inaccessible, and new units were chosen to replace those located at the off-limits site. The sample described below was drawn from the rosters current up to March 1968.

The distribution of personnel according to corps area was the factor used for representation in the sample of the major environmental and geographical areas in Vietnam. Table E-4 gives the corps areas, the 67N20 population in each area, and the representation in the sample. The geographical locations of the sites selected for the research team to visit are shown in Figure E-1.

Table E-4

**UH-1 Maintenance Personnel by
Corps Area in Population Sample**

Corps Area	Total 67N20s in Corps		67N20 in Corps Sample	
	N	%	N	%
I	520	9.6	63	8.5
II	2140	39.1	234	31.5
III	2403	43.9	365	49.2
IV	406	7.4	80	10.8
Total	5475		742	

Table E-5 shows the specific units that were to be visited by the research team at each location and the approximate number of personnel who were to be surveyed in each unit. Table 5 of the basic text shows the actual numbers of personnel surveyed on-site in Vietnam. Differences between the "intended" and actual samples resulted from tactical and operational considerations while the survey team was on-site in Vietnam.

These units were also selected because of their representation of the population distribution according to military mission of units. Unit type was the best indicator of military mission. Some unit types had so few maintenance personnel that any special maintenance requirements of these units would not be reflected in training, and thus, including these types of units was not critical to the objective of the survey. Table E-6 shows the type of units represented in the sample, and the representation of these units in the population at the time the samples were drawn.

The difference between the ideal percentage and actual percentage in Tables E-4 and E-6 resulted from choosing proper unit types within the limitation of locations. Within the framework of corps and unit type representation, specific units were selected on the basis of number of personnel assigned to the unit and location of supporting unit. Number of aircraft was not a factor in selection of units, since it was assumed that all units in Vietnam would be near full strength in the number of aircraft.

Locations Selected for Research Team Visits

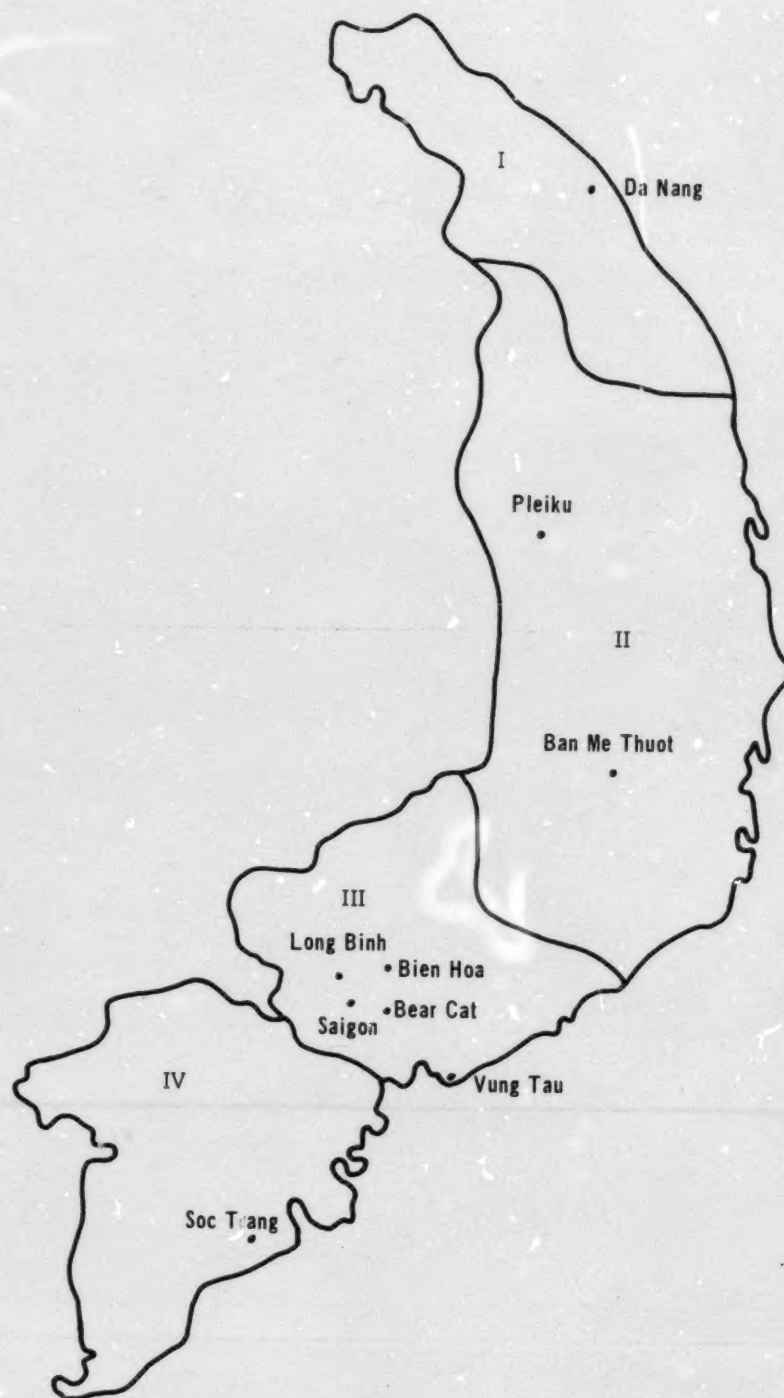


Figure E-1

Table E-5

UH-1 Maintenance Personnel Surveyed by Research Team in Vietnam

Unit	Location	Corps	Number 67N20	Number Enl. Sup.
282 Aslt Hel Co	Da Nang	I	50	7
484th Trans Det	Da Nang	I	13	7
155th Aslt Hel Co	Ban Me Thuot	II	39	9
165th Trans Det	Ban Me Thuot	II	25	2
119th Aslt Hel Co	Pleiku	II	51	4
545th Trans Det	Pleiku	II	21	4
4th Avn Bn	Pleiku	II	70	8
10th Cav 1st Sq	Pleiku	II	28	3
57th Med Det Hel AMB	Long Binh	III	14	1
56th Dir Spt Co	Bear Cat/Long Than	III	35	8
5th Cav 3rd Sq	Bear Cat/Long Than	III	38	4
330th Trans Co Gen Spt	Vung Tau	III	44	12
334th Aslt Hel Co ^a	Bien Hoa	III	----- 234 ^b	41
571st Trans Det	Bien Hoa	III		
118th Aslt Hel Co	Bien Hoa	III		
573rd Trans Det	Bien Hoa	III		
68th Aslt Hel	Bien Hoa	III		
391st Trans Det	Bien Hoa	III		
336th Aslt Hel Co	Soc Trang	IV	48	5
167th Trans Det	Soc Trang	IV	25	5
82nd Med Det Hel AMB	Soc Trang	IV	7	2

^aThe units at Bien Hoa were surveyed during the January 1968 trip to Vietnam.^bNumbers intended for survey at each separate unit not available for this location.

Table E-6

Unit Type Representation in Population and Sample

Unit Type	67N20s in Population		67N20s in Sample	
	N	%	N	%
Assault Helicopter Co.	2,134	39.0	341	45.9
TC Detachments	932	17.0	165	22.2
TC Co Direct Support	169	3.1	35	4.7
TC Co General Support	61	1.1	44	5.9
Aviation Battalions	344	6.0	70	9.4
Cavalry	299	5.5	66	8.9
Medical	176	3.2	21	2.8
Other	1,360	24.8	--	--

CONUS SELECTION

Units to be surveyed in CONUS were selected on the basis of military mission, number of personnel, number of aircraft, and location of supporting unit. Geographical environment was not considered for representation because environmental conditions in CONUS do not present any extreme maintenance problems that should be reflected in special training. Location was only considered to place a limitation on the number of Army installations and the distance the survey team would have to negotiate.

The sample size was determined prior to selection of the specific units. The research team fixed sample size at 500 67N20s, 21.1% of the total available in CONUS. After sample size was fixed, the units were selected. Table E-7 shows the units, their locations, and the approximate numbers of personnel who were scheduled and actually surveyed by the research team. The differences between scheduled and surveyed were caused by changes in unit strength from the time of sample selection to time of survey.

Table E-7

UH-1 Maintenance Personnel Scheduled and Surveyed by the Research Team in CONUS

Unit Branch	Unit	Number 67N20s		Number Supervisors	
		Scheduled	Surveyed	Scheduled	Surveyed
Fort Benning					
AV	181st Aslt Hel Co	74	30	11	20
TC	412th Trans Co	22	7	7	5
CSI	609th Trans Co	43	5	7	12
CSI	106th Trans Co	38	14	4	8
	Total	177	56	29	45
Fort Bragg					
AV	69th Avn Co (Corps)	28	11	8	9
TC	517th Trans Co	19	16	22	9
CV	1st Sq 17th Cav	11	10	3	1
AB	782nd Maint Bn	5	5	11	2
AV	82nd Avn Bn	81	27	26	2
	Total	144	69	70	23
Fort Hood					
CV	1st Sq 1st Cav	32	32	4	3
CV	2nd Sq 1st Cav	28	28	6	3
	Total	60	60	10	6
Fort Stewart/Hunter Army Airfield					
AA	USAAVNS Element	153	106	34	18
	Grand Total	534	291	143	92

Table E-8 shows the unit military mission and the number of 67N20s in the population and in the sample.

Table E-8

**Number and Percentage of Available 67N20s and
the Number and Percentage of 67N20s in
Sample for Each Unit Type**

Unit Type	67N20s in Population		67N20s in Sample	
	N	%	N	%
AV	429	13.4	183	30.4
AB	42	1.3	5	.8
TC	407	12.7	41	6.8
CSI	682	21.3	81	13.5
CV	231	7.2	71	11.8
AA	850	26.6	153	39.9
Other:	555	17.4	0	0

The difference between ideal percentage and actual percentage resulted from adjustments made for three factors. The time and money limitations on distances the research team could travel required that the units be located at installations within a reasonable distance from Fort Rucker. Second, while many units in CONUS could be designated as maintenance units, because of Vietnam demands they had no aircraft, and thus, the assigned personnel did not perform maintenance; only units known to have aircraft were surveyed. Finally, because many units in CONUS were in the process of deploying to Vietnam, the units chosen for the on-site survey had to be those which were known to be relatively permanent.

GERMANY SELECTION

The original research plan called for an on-site survey of UH-1 personnel in Germany. Using the same procedures as those used to draw Vietnam and CONUS samples, a tentative sample of units was selected based upon the September 1967 rosters. The March 1968 rosters revealed a reduction of nearly one-half in the UH-1 maintenance personnel stationed in Germany. Because the returns that could be expected after such a reduction in personnel did not warrant the cost of the survey, the Germany on-site survey was cancelled. At the time, it was also feared that a trip to Germany would prevent resumption of the Vietnam survey.

SELECTION OF PERSONNEL TO BE ADMINISTERED THE JDI BY MAIL

The JDIs were administered by mail to UH-1 maintenance personnel stationed in Vietnam, CONUS, Germany, and other overseas areas, including Alaska, Italy, Canal Zone, Korea, Japan, and Okinawa. The JDIs were mailed in packages to Commanding Officers of units, with the individuals to be surveyed identified on each questionnaire contained in the packages.

Certain individuals were eliminated, as previously described, from the mail sample. All remaining individuals were included in the mail sample. The Vietnam, CONUS, and other overseas samples were drawn from the rosters current up to September 1967. The Germany sample was based on the rosters current up to March 1968. All 67N20s were assigned to either Sample A or Sample B (would receive either Form A or Form B of the JDI) on an odd-even basis. All supervisors from units containing 67N20s who would be surveyed were included in the mail sample. The maintenance officer from each unit was also included in the survey.

SELECTION OF RECENT JOB INCUMBENTS AND SUPERVISORS (FIELD RETURNEES)

Field returnees were administered the JDI only by the research team. Since USDATCOM could not identify these individuals, a different method of selection had to be employed.

Recent field returnees were distributed throughout CONUS, but were concentrated at three locations: USATS, Fort Eustis, Virginia; USAAVNS, Fort Rucker, Alabama; and USAAVNS Element, Fort Stewart/Hunter Army Airfield, Georgia. The most feasible plan was to select individuals from these three stations only. To identify field returnees, a brief form asking for background information on all UH-1 maintenance personnel was distributed to these locations. From these forms the field returnees were identified and selected for survey on the following two factors:

- (1) In their past assignment, the individuals carried a 67N20 MOS or supervisor MOS 67N40, 67R40, 67Z40, or 67W20.
- (2) The individuals must have returned from their past assignments within six months prior to the survey.

Because of the limited number of identifiable recent field returnees, it was impossible to select on any other factors.

The results of this selection process produced for survey approximately 150 recent job incumbents and 50 field returnee supervisors. Of these, 111 recent job incumbents and 12 field returnee supervisors were actually surveyed. All these individuals were located at the Fort Stewart/Hunter Complex. USATS and USAAVNS were not good sources. The only UH-1 maintenance personnel at either of these locations were assigned as instructors in the schools. The rate of return from the field for instructors is quite low because instructors have a long tour of duty, and, at any time, there are very few openings for new instructors. Thus, most instructors could not meet the requirement of having recently returned from overseas assignments.

Appendix F

UNITS SURVEYED BY ON-SITE SURVEY PROCEDURE

Table F-1 lists the 22 units in Vietnam in which the two-person research team conducted on-site surveys. The locations, corps area, and number of 67N20s and enlisted supervisors is given for each of the units. Units located at Bien Hoa were surveyed in January 1968. All other units were surveyed in August and September 1968. Scheduled surveys of two units located at Da Nang (282 Aslt Hel Co and 484th Trans Det) were not made because of heavy enemy action.

Table F-2 lists the CONUS units surveyed, their location, and the numbers of 67N20s and enlisted supervisors surveyed by the on-site procedure. The research team consisted of two to four persons and the survey was conducted during the 1968 period.

Table F-1

Units Surveyed by the Research Team in Vietnam

Units	Location	Corps	Number 67N20s	Number Enl. Sup.
Co A, 4th Avn Bn	Pleiku	II	25	1
Co B, 4th Avn Bn	Pleiku	II	16	4
D Trp 1/10th Cav	Pleiku	II	10	2
119th Aslt Hel Co	Pleiku	II	41	5
545th Trans Det	Pleiku	II	37	3
281st Aslt Hel Co	Nha Trang	II	32	2
483d Trans Det	Nha Trang	II	13	2
254th Med Det Hel AMB	Nha Trang	II	8	1
120th Aslt Hel Co	Lang Binh	III	39	8
98th Trans Det	Lang Binh	III	21	2
118th Aslt Hel Co	Bien Hoa	III	55	11
573d Trans Det	Bien Hoa	III	23	3
334th Aslt Hel Co	Bien Hoa	III	16	1
575th Trans Det	Bien Hoa	III	11	1
68th Aslt Hel Co	Bien Hoa	III	42	8
391st Trans Det	Bien Hoa	III	26	6
56th Dir Spt Co	Long Than	III	22	2
Co B, 709th Maint Bn	Bear Cut	III	13	0
D Trp 3d/5th Cav	Bear Cut	III	12	4
330th Trans Co Gen Spt	Vung Tau	III	17	1
336th Aslt Hel Co	Soc Trang	IV	48	3
167th Trans Det	Soc Trang	IV	12	3

Table F-2

Units Surveyed by the Research Team in CONUS

Unit	Location	Number 67N20s	Number Enl. Sup.
181st Aslt Hel Co	Fort Benning, Georgia	30	20
412th Trans Co	Fort Benning, Georgia	7	5
609th Trans Co	Fort Benning, Georgia	5	12
106th Trans Co	Fort Benning, Georgia	14	8
69th Avn Co (Corps)	Fort Bragg, North Carolina	11	9
517th Trans Co	Fort Bragg, North Carolina	16	9
1st Sq 17th Cav	Fort Bragg, North Carolina	10	1
782nd Maint Bn	Fort Bragg, North Carolina	5	2
82nd Avn Bn	Fort Bragg, North Carolina	27	2
1st Sq 1st Cav	Fort Hood, Texas	32	3
2nd Sq 1st Cav	Fort Hood, Texas	28	3
USAAVNS Element	Fort Stewart/Hunter Army Airfield, Georgia	106	18

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13. ABSTRACT This report describes the planning, conduct, analysis, and results of a worldwide survey of the maintenance activities of over 5,000 UH-1 helicopter mechanics, MOS 67N20. It describes methods and techniques used in developing the survey questionnaire and a job description inventory covering more than 1,400 helicopter maintenance tasks, administration of the survey by mail and by research teams in the field, and extraction and analysis of survey results. The report provides a broad profile of UH-1 maintenance personnel, their training and background, and a description of the UH-1 mechanic's general job activities. Data concerning performance of the 1,400+ maintenance tasks are presented in a companion report.		

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	ROLE	WT	ROLE	WT	ROLE	WT
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Individual training						
Job description						
Maintenance training						
Performance						
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Task analysis						
Task description						

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- 1 CG ARMY TRANS RES COMD FT EUSTIS ATTN TECH LIB
- 6 CG 1ST ARMY ATTN DCSOT FT MEADE MD
- 4 CG SIXTH ARMY PRES OF SAN FRAN ATTN AMOPS-T2
- 1 CG EUSJ ATTN AG-AC APO 96301 SAN FRAN
- 1 DIR REL APG MD
- 1 CG USA CDC EXPERIMENTATION COMD FT ORD
- 2 INST OF LAND CBT ATTN TECH LIB FT BELVOIR VA
- 1 REDSTONE SCIENTIFIC INFO CTR US ARMY MSL COMD ATTN CHF DDC SEC ALA
- 1 CG FT HUACHUCA SPT COMD USA ATTN TECH REF LIB
- 2 CG US ARMY CDC EXPERIMENTATION COMD FT ORD
- 1 SIXTH USA LIB DEPOT BLDG M 13 14 PRES OF SAN FRAN
- 1 PLNS OFCR PSYCH HQDTRES USACDCEC FT ORD
- 5 CG FT ORD ATTN G3 TNG DIV
- 2 DIR WRAIR WALTER REED ARMY MED CTR ATTN NEUROPSYCHIAT DIV
- 1 CG HQ ARMY ENLISTED EVAL CTR FT BENJ HARRISON
- 1 TECH LIB BOX 22 USACDC EXPERIMENTATION COMD FT ORD
- 1 HUMAN FACTORS TEST DIV (AOM) USAF HOSP FOLLIN AFB
- 1 PERS SURSYS DIV CREW SURSYS DRCT AERO SYS DIV WRIGHT-PAT.
- 1 DIR ARMY RD FOR AVN ACCIDENT RSCH FTRUCKER
- 1 LIB DEF SUPPLY AGCY CAMERON STA VA
- 1 CG USA CRT DEVEL COMD TRANS AGCY FT EUSTIS
- 1 CG US ARMY CDC AVN AGCY FT RUCKER
- 3 LIB ARMY WAR COLL CARLISLE BKS
- 1 COMDT COMD + GEN STAFF CO FT LEAVENWORTH ATTN ARCHIVES
- 1 US MILIT ACAU WEST POINT ATTN LIB
- 1 COMDT ARMY AVN SCH ATTN DIR OF INSTR FT RUCKER
- 10 COMDT THE ARMOR SCH ATTN DDI FT KNOX
- 1 LIB USA ARMOR SCH FT KNOX
- 1 COMDT ARMY TRANS SCH FT EUSTIS ATTN EDUC ADV
- 1 COMDT ARMY AVN SCH FT RUCKER ATTN EDUC ADV
- 5 CG USA PRIM HELICOPTER CTR/SCH & FT WOLTERS ATTN ATSPH-DOT
- 2 HQ ABERDEEN PG ATTN TECH LIB
- 1 LIBN USATS FT BENNING
- 1 COMDT USA TRANS SCH ATTN DIR OF DDC & LIT FT EUSTIS
- 1 COMDT USA TRANS SCH ATTN LIB FT EUSTIS
- 1 COMDT USA ARMY SCH ATTN LIB FT SILL
- 1 SECY OF ARMY, PENTAGON
- 1 DCS-PERS DA ATTN CHF CAS DIV
- 1 DIR OF PERS STUDIES & RSCH DDCSPER DA WASH DC
- 2 ACSFOR DA ATTN CHF TNG DIV WASH DC
- 1 HQ ARMY MAT COMD R+D DRCTE ATTN AMCRD-RC
- 1 CHF OF PERS OPNS PERS DRCTE DA ATTN OPSC
- 1 US ARMY BEHAVIOR & SYS RSCH LAB ATTNCHD-AR ARL VA
- 1 DPO PERS MGT DEV OFC ATTN MOS SEC (NEW EQUIP) OPOMO
- 1 DPC RESERVE COMPOD DA
- 12 ADMIN DDC ATTN: TCA (HEALY) CAMERON STA ALEX., VA, 22314
- 1 CHF OF RND DA ATTN CHF TECH & INDSTR LIAISON OFC
- 1 USA BEHAVIOR & SYS RSCH LAB ATTN CRD-AIC ARL VA
- 2 TNG & DEVEL DIV DDCSPERS
- 1 USA LIB DIV-TAGD ATTN A.DIRS
- 1 PRES ARMY MAINT BD FT KNOX
- 2 PRES ARMY AVN TEST BD FT RUCKER
- 1 CG CONARC ATTN COL E M HUDAK ATTN-SA FT MONROE
- 15 CG CONARC ATTN ATIT-STM FT MONROE
- 2 CG CONARC ATTN LIB FT MONROE
- 1 CHF USA AVN HRU FT RUCKER
- 1 CG 20 ARMORED DIV FT HOOD ATTN DIV AVN OFCR
- 10 CG 4TH ARMORED DIV ATTN DCSOT APO NY 09326
- 5 CG 2D ARMORED CAV REGT APO 09493 NY
- 1 CG 3D ARMORED CAV REGT FT LEWIS
- 4 CG 14TH ARMORED CAV REGT ATTN AVN OFCR APO 09146 NY
- 3 CG ARMY ARMOR CTR FT KNOX ATTN G3 AIRKGT
- 1 CG 3RD INF DIV ATTN ACOFS G3 APO NY 09036
- 1 CG 8TH INF DIV ATTN ACOFS G2 APO NY 0911
- 3 CG 4TH INF DIV (MECH) & FT CARSON ATTN ACOFS G3
- 3 CG 82ND ASN INF DIV ATTN ACOFS G3 FT BRAGG
- 1 CG XVIII ABN CORPS ATTN ACOFS G3 FT BRAGG
- 5 CG 1ST INF DIV ATTN ACOFS G3 FT RILEY
- 1 CG USA PARTIC GP USA TNG DEVICE CTR FLA
- 1 DIR ARMY LIB PENTAGON
- 1 CHF OF MILIT HIST DA ATTN GEN REF BR
- 2 CG ARMY RES OFC DURHAM
- 1 CINC US ATLANTIC FLT CODE 312A JSM BASE NORFOLK
- 1 COR TNG COMMAND US PACIFIC FLT SAN DIEGO
- 5 TECH LIB PERS LIB BUR OF NAV PERS ARL ANNEX
- 3 DIR PERS RES DIV BUR OF NAV PERS
- 1 TECH LIB BUR OF SHIPS CODE 210 NAVY DEPT
- 1 ENGR PSYCHOL BR DNM CODE 455 ATTN ASST HEAD WASH DC
- 3 CG + DIR NAV TNG DEVICE CTR ORLANDO ATTN TECH LIB
- 1 CG NAV AIR DEVEL CTR JOHNSVILLE PENNA ATTN NADC LIB
- 1 LO FLEET TNG CTR US NAV STA SAN DIEGO
- 1 CG FLT ANTI-SUB WARFARE SCH SAN DIEGO
- 1 CHF OF NAVL RSCH PERS & TNG BR (CODE 458) ARL VA
- 1 DIR US NAV RES LAB ATTN CODE 5120
- 1 DIR NAVAL RSCH LAB ATTN LIB CODE 2029 WASH DC
- 1 CHF OF NAV AIR TNG TNG RES DEPT NAV AIR STA PENSACOLA
- 3 DIR NAV PERS RES ACTVY SAN DIEGO
- 1 DIR PERS RES LAB NAV PERS PROGRAM SUPPORT ACTIVITY WASH NAV YD
- 1 NAV TNG PERS CTR NAV STA NAV YD ANNEX CODE 83 ATTN LIB WASH
- 5 COMDT MARINE CORPS HQ MARINE CORPS ATTN CODE AO-18
- 1 HQ MARINE CORPS ATTN AX
- 1 DIR MARINE CORPS INST ATTN EVAL UNIT
- 1 US MARINE CORPS HQS HIST REF LIB ATTN MRS JADOT
- 1 CHF OF NAV AIR TECH TNG NAV AIR STA MEMPHIS
- 1 DIR OPS EVAL GRP OFF OF CHF OF NAV OPS OP03EG
- 2 COMDT PTP COAST GUARD HQ
- 1 CG US COAST GUARD INST DLA CITY OKLA
- 1 SUPT US COAST GUARD ACAD NEW LONDON CONN
- 1 TECH DIR TECH TNG DIVENRD AFHRL LOWRY AFB COLO
- 1 CHF SCI DIV DRCTE SCI + TECH DCS R+D HQ AIR FORCE AFRSTA
- 1 CHF ANAL DIV (AFDPL (R)) DIR OF PERSONNEL PLANNING HQS USAF
- 1 AFHRL/TT ATTN CAPT W S SELLMAN LOWRY AFB
- 2 AFHRL (HRT) WRIGHT-PATTERSON AFB
- 1 HQS ATC DCS/TECH TNG (ATTMS) RANDOLPH AFB
- 1 USAFA DIR OF THE LIB USAF ACAD COLO
- 1 6570TH PERS RES LAB PRA-4 AEROSPACE MED DIV LACKLAND AFB
- 1 TECH TNG CTR (LMTC/OP-I-LI) LOWRY AFB
- 2 CG HUMAN RESOURCES LAB BROOKS AFB
- 1 AFHRL (FT) WILLIAMS AFB ARIZ
- 1 SYS EVAL DIV RES DIRECTORATE DOD-DCD PENTAGON
- 2 CHF MGT & GEN TNG DIV TR 200 FAA WASH DC
- 1 DEPT OF TRANS FAA ACQ SEC HQ 610A WASH DC
- 1 GERMAN LIAISON OFCR ARMY AVN TEST BD FT RUCKER
- 3 AUSTRALIAN NAV ATTACHE EMBRY OF AUSTRALIA WASH DC
- 2 FRENCH ARMY LIAISON OFCR USAAVNC & FT RUCKER
- 1 BRITISH LIAISON OFCR ARMY AVN TEST RD FT RUCKER

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